

AMA DECISION GIVES MANN POINT LEAD

WORTHINGTON, OHIO, Aug. 24, 1971 — An appeal board of the AMA convened today to consider protests filed by Dick Mann, Jody Nicholas, and Nick Theroux. All protests were in reference to the flag start of the semifinal event at the AMA National Championship held at Corona, Calif., July 31.

The appeal board included AMA Executive Director Russell E. March, Richard DeBie, the Competition Congressman from District 3; Robert Hansen of Kawasaki; and Tom Clark of Rokon, Inc.

In addition to the riders' protests in which a poor starting procedure was indicated, the board considered written statements by the referee in charge, the starter, the line judges, and several witnesses. Upon this evidence, the board determined that the start was unsatisfactory and that several riders started at a disadvantage that may have eliminated their appearance in the championship points-paying final event.

Given the fact of an unfair start, it was brought out in board consideration that the referee in charge had the right to let the protesting riders ride under protest (AMA 1971 Professional Competition Rule Book XVII, A., 2 and VII, A., 4) or that the starter had the power to disqualify riders who jumped the start (VII, B., 4, (e)).

Neither option was exercised, so, reasoning that all semifinal contestants could have earned a place in the final event had they been given a fair start, the board has awarded them positions paying national points down to 20th place as provided for by the rule book.

This compensatory ruling was proposed by the protesting riders before the board. The only other alternative would have been to declare the Corona Championship no contest, eliminating all points earned by the 12 riders in the final event.

Additional National Championship Points have been awarded as follows, determined by the rider's finishing position in the semifinal event: Sonny Burres (13th-31), Dick Mann (14th-28), Nick Theroux (15th-25), Jody Nicholas (16th-22), Frank Gillespie (17th-19), Cal Rayborn (18th-16), Dave Sehl (19th-13), and Ed Wirth (20th-10).

The 28 points awarded to Mann is enough to move him into the first position, dropping Gene Romero to second. The addition of points was also advantageous to Sehl, who traded positions with Kel Carruthers and now holds seventh. Cal Rayborn remains in 14th place but Jody Nicholas jumped by three riders to take over 20th.

Another big jump was made by Burres who moved by four to take 26th in the standings while Theroux, Wirth and Gillespie also took giant steps over their rivals.

(Standings on page 24)

September 7, 1971 **Cycle News** VOLUME VIII NUMBER 34 30¢

America's largest and most complete weekly motorcycle newspaper

Promoters Give Additional Cash

FREMONT, CAL., Aug. 30, 1971 — The promoters for Sunday's CMC North motocross here has announced the adjusted pay schedule for the Senior races. Originally planned as a \$2500 motocross, low support rider turnouts caused the promoters to be unable to pay the publicized purse, causing many riders to become upset.

Jim Perry, president of CMC North, reported today that the pay schedule will go down to sixth place overall with a total of \$1800 being paid. Each winner (125, 250 and Open) will receive \$225. "This means that Ken Zahrt, winner of the 125, will get an additional \$65, and Lackey (Open winner) an additional \$25."

Second in each class will get \$150, third \$100, fourth \$75, fifth \$30 and sixth \$20.

"The adjustments in payment will be sent by check and will be in the mail today," Perry adds.

As to the question of "having to finish each moto to be eligible for payment", Perry explained the payment scale will be based upon the final points standings, "including the 100 point penalty for not finishing a moto."

"I'm only sorry that one individual, who was not a rider and was, in fact, a promoter himself, made so much of a hassle after the event," Perry explained. "Most of the riders understood our predicament and to those I would like to apologize for the mixup and hope the adjusted arrangement is suitable."

C-N HOT HATS & STUFF BOOTH

Look for the Cycle News booth at the September 19 Grand Prix at Carlsbad. You can treat yourself to the famous Cycle News stickies, the same kind our National stars put on their bikes. And, you can read the very latest, up-to-date, on the spot, complete, and all-around tasteful news of the sport we love the most.

Finally, you can stock up on The Nifty Item this summer, our very own Cycle News Hot Hats. They cost two bits, come in one style, three sizes, and will lend themselves to all sorts of neat customizing. You can watch the first Inter-Am of the season and advertise the finest rag in the business at the same time.



SACRAMENTO, CAL. — Here's just a few of the sights to see at this coming weekend's motocross extravaganza at Cal-Expo Fairgrounds. Olympia Beer has gone on a widespread publicity campaign to draw what is expected to be the biggest crowd ever to witness a motocross here in the United States. \$3000 is the purse plus an unbelievable amount of contingency with many of the nation's top motocrossers expected to compete — including Brad Lackey, who just recently returned from a very successful trip to Europe. Brad tuned up for Sunday's race by facing off with several other top shoes this past weekend at Fremont, Calif. A compete report appears on page 12.

Rayborn, Rice Win Miles

SEDALIA, MO., Aug. 29, 1971 — Jim Rice pulled off his first big win this season in the 20-lap Main Event. Unfortunately for the BSA factory rider, there were no National points awarded but the card was of National calibre just the same — it was the National that wasn't.

Nine thousand watched Rice win the lion's share of the \$7500 purse wire-to-wire beating Gene Romero, Keith Mashburn, and Cal Rayborn by a huge margin. Fifth went to Charles Seale after Frank Gillespie blew with three laps to go.

Novice Richard Laird and David Sawhill battled every inch of the way with the rest of the pack hot on their heels. Laird took the win but the judges had to rule a decision. Both rode Yamahas.

Robert Ely won the Junior Main for BSA after trading the lead with David Rupe. After the race, Rupe said "My tire wore out."

INDIANAPOLIS, IND., Aug. 28, 1971 — Harley-Davidson speedster Calvin Rayborn set fastest qualifying time, won the first heat, and iced the cake by winning the 30-lap final on the mile track here at the Indianapolis Fairgrounds. Dick Mann broke a string of recent breakdowns on dirt tracks as he finished second, followed by Don Castro and Dave Aldana.

Ken Roberts, the virtually unbeatable Junior, took the class win from Ron Mole and Jim Zeigler.

Over 10,300 people paid to watch the \$10,000 race.

MIC's Potter Explains More on Price Freeze

"After consultation with Attorney Stuart P. Ross of Hogan & Hartson and the Office of Emergency Preparedness, the following is offered for information only, keeping in mind that guidelines are still forthcoming and the situation could change," reports James Potter, Jr., Executive Director of the MIC in a recent newsletter.

"It appears that 1972 model prices are frozen at the price of the same 1971 model price plus the import surcharge, if actually paid."

"For discussion only, if a qualitative change was made in the 1972 model what is the result?"

"Qualitative change is defined as: relating to, or involving quality or kind. If a change in the 350cc 1972 model was drastic enough, then the President's program does not expect you to absorb the increase in price. However, for discussion only, if some motor changes, and say the kick starter with changes in the gears involved, were made on the 1972 model, plus a color change, then would this be a qualitative change? The answer is no, and the 1972 model would be frozen at the price of the same 1971 model."

"The best advice for the present is to hold any decisions regarding prices up for approximately one week until definite guidelines are available from OEP. Also, making pricing placed on literature flexible to allow price adjustments at a later date."

"In regard to parts, if the import price is changing day to day, then the product should be sold at the highest price the product sold for in the previous 30 days prior to August 15th plus the actual import duty paid."

TRANS-AMA CONTINGENCY

Cycle News will be offering \$10 in contingency to all riders who finish in the top ten at each of the upcoming Trans-AMA series as long as they have a C-N Sticker prominently displayed on their machine; this comes out to \$2400 for the entire 12-event series.

Riders wishing to obtain a C-N Sticker, write P.O. Box 498, Long Beach, Calif., 90801 with a self-addressed, stamped envelope and specify whether you want the large or small decal.

TUESDAY, AUGUST 31

MINIS, SCMB. Trojan Speedway, South Gate, Ca. 6 pm. \$3 post, \$1 gate. 11 classes. 213/862-0229.

WEDNESDAY, SEPTEMBER 1

SPEEDWAY, SRA. Kern Co. Frngds, Bakersfield, Ca. 8:30 pm. Free parking, program. 213/793-1558.

ACA ST/TT, El Toro (Ca.) Speedway, I-5 & El Toro Rd. \$5 mail (8/30), \$10 post. 7:30 pm. 714/774-3222.

THURSDAY, SEPTEMBER 2

CMC MX, Ascot Park, Gardena, Ca. \$5 post. Night. 213/323-9710.

PRO ST, Agajanian Ent. Antelope Valley Frngds, 155 Ave. 'I', Lancaster, Ca. \$500 purse. 8 pm. 213/FA 1-5323, DA 3-5055.

ST/TT SCRAMBLES, Arena Park Rcw, Lubbock, Tex. 8 pm. Hi-Plains Racing Assn., 5304 48th, Lubbock, Tex. 79404.

TT/FT, Trojan Speedway, South Gate, Ca. Gates close 7:15 pm. 213/862-0229.

FRIDAY, SEPTEMBER 3

1/2-MILE, Ascot Park, Gardena, Ca. Night. 213/323-9710.

SPEEDWAY, Orange Co. Frngds, Costa Mesa, Ca. 8:15 pm. \$2.50 adults, \$1.50 hi-teens, 50 cents tykes. 213/793-3927.

3/8-MILE CLAY OVAL RACE, NMMRA. Speedway Park, Albuquerque, N.M. \$1000 purse. 505/298-9976.

SCRAMBLES, Fremont Rcw, Fremont, Ca. 7 pm. \$2.50 ride/watch. Silencers.

AMATEUR ST, Westside Eagles, Stanislaus Co. Frngds., Turlock, Ca. Silencers. 8 pm. \$2 ride/watch. 209/537-6206.

SPORT SCRAMBLES, American Cyn. Vallejo (Ca.) Speedway. 8 pm. \$2 ride/watch. 'C' trac. 707/644-0741.

SPEEDWAY, Cal-Exp, Sacramento, Ca. 8:15 pm.

SATURDAY, SEPTEMBER 4

TT, Elsinore Race Track, Elsinore, Ca. 7:30. Off Hwy 71.

SPORT ST, Valley. Cycleland Speedway, 14 mi. S. of Chico, Ca. 8:30 pm. (9/25) \$2 ride/watch. 3 plates. 916/342-9302.

SPEEDWAY, Trojan Spdw, South Gate, Ca. 7:30 pm. 213/923-9132, 862-0229.

SCRAMBLES. Yuba-Sutter. Triple-M Rcw, Marysville, Ca. \$2 ride/watch. 8 pm. 916/742-5022, 673-7767.

PRO TT, Agajanian Ent. Corona (Ca.) Raceway. \$1200 purse. 8 pm. Fred parking. 714/735-1705.

HRA TT 1/2-MILE, 395 Cycle Park, Adelanto, Ca. Sign 5:30, race 7:15. Camping. Silencers. HRA card. \$2.25 each race, \$1.50 gate. 714/246-6109.

**SAT. & SUN., SEPT. 4 & 5**

HARE SCRAMBLES, Greyhounds. Ponderosa, 15 mi. E. of Lancaster, Ca., on Ave. J. 10 am. 213/367-2907.

SAT-MON., SEPT. 4-6

CAMPOUT, Roamin' Wheels. Chris' Landing, 22255 Murphy Ranch Rd., Lemoore, Ca. \$5 mail, \$5.50 post. Box 794, Pacifica, CA 94044. 415/731-5629.

SUNDAY, SEPT. 5

MX. Deadman's Point, Apple Valley, Ca. 10 am. \$2 post, \$2.50 non-members. \$2 gate. 714/247-7473 eves.

MINIS, AMRA. Indian Dunes, Valencia, Ca. \$2.50 post, \$3 non-members. 10 am. 805/259-8000.

SCRAMBLES, Sprockets. Sprockets MX Track, 143rd St. E., 63rd St. S., Wichita, KS. \$2 ride, \$1.50 watch. 316/683-6845.

AMA NATIONAL ROAD RACE, Alabama International Motor Speedway, Talladega, Ala. 200 Miles.

TT SCRAMBLES, Miller High Life Invitational. Sunrise Speedway, 2 mi. E. of Nellis, Nev., on Vegas Valley Dr. 11 am. 'C' trac. Betting.

CAL-EXPO MX, Olympic Beer. Sacramento, Ca. \$5 Am; \$10 Pro. \$3000 purse. Adm. \$3.50, \$2.50, \$1.50. Box 13369, Sacramento, CA 95813. 916/483-4672.

ENDURO, San Bernardino Valley. Limed from Red Mountain, Ca. \$5 mail, \$7 post. Teams \$1 extra per rider. 2 SASE to Box 5195, San Bernardino, CA 92408. 714/886-3967. D-37 pts. Silencers.

MX, Totem. Canadian National Championship. Info: 106 E. 35th Ave., Vancouver, 15, B.C., Canada. 604/321-1424.

MX, CMC Oregon. Goose Hollow, 20 mi. W. of Salem, Ore., on Hwy 22. \$5 post, \$1 extra class. Box 845, Salem, Or. 97308. 503/364-0461.

CMC MX, Saddleback Park, Ca. 10 am. \$5 mail (8/31), \$10 post. Box 1402, Costa Mesa, CA 92626.

ACA PRO TT, South Bay Spdw, Otay Mesa, near San Diego, Ca. 7 pm. \$4 pro entry, \$3 125. 40% gate. 714/469-6092.

ENDURO, 4th Annual Pine Ridge. Chadron, Nebr., 4 mi. W. on Hwy 20, then 10 mi. S. on Deadhorse Rd. Spark arresters. \$5 entry, sign 6:45 am. 308/432-3592, 432-5607.

CARRERA INTERNACIONAL de MOTOCICLETAS, Laredo, Texas. Info: Sr. Ponce de Leon, 2 poniente 904 Local B, Puebla, Pue., Mexico. Tel. 2-66-59, 2-46-10 Ext. 4.

DUAL EUROPEAN SCRAMBLES, Stump Jumpers and Gripsters. California City, Ca. Sign Sat. nite, Sun. 6 am. D-37 pts. Silencers. 714/778-6700.

ALL-JUNIOR MX, ACE, Indian Dunes, Valencia, Ca. 9:30 am. Points combined w/9/6 race point for overall. Also PP, Old Timers. 805/259-8000.

ENGLISH TRIALS, 3rd Annual Loon Lake. Riders meeting 10 am. \$4 entry. Spark arresters & mufflers. 916/446-6277.

ENDURO, San Bernardino Valley. Limed from Red Mountain, Ca. \$5 mail, \$7 post. Teams \$1 extra per rider. 2 SASE to Box 5195, San Bernardino, CA 92408. 714/886-3967. D-37 pts. Silencers.

PRO ST, Fremont (Ca.) Rcw, Durham Rd. off Nimitz Fwy. 8:15 pm. \$600/40% purse.

MX, Tijuana. Limed from Caliente Race track, 6 mi. E. of Tijuana on Tecate Hwy. to Rodriguez Dam. 11 am. \$3 entry, \$1 gate. 714/423-0498.

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Sept. 12 — Osteen Park Motocross

Sept. 15 — El Toro Speedway
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**CHANGES/ADDENDUM**

CMC MX at El Toro September 5 has been changed to Saddleback Park.

HRA MX at 395 Cycle Park Sept. 11 has been moved to Sept. 12. There will be a night TT 1/2-MILE Sept. 11.

All night events at 395 Cycle Park will require silencers. All daytime events will not require silencers if they are HRA-sanctioned.

**MONDAY, SEPT. 6**

MX, Sprockets. Sprockets MX Track, 143rd St. E., 63rd St. S., Wichita, KS. \$2 entry, \$1.50 watch. 316/683-6845.

ACA TEAM MX, Carlsbad (Ca.) Raceway. \$10 mail, \$15 post. 106 N. Claudina, Suite 312, Anaheim, CA 92805. 714/774-3222.

ACE MX, Indian Dunes, Valencia, Ca. \$500 purse. PP, Old Timers, Jrs. add to 9/5 points. 805/259-8000.

1/2-MILE, Fremont Rcw, Fremont, Ca. 8 pm.

PRO 1/2-MILE, San Jose (Ca.) Co. Frngds. \$1200 purse. 2 pm. 408/295-3050.

TUESDAY, SEPTEMBER 7

MINIS, SCMB. Trojan Speedway, South Gate, Ca. 6 pm. \$3 post, \$1 gate. 11 classes. 213/862-0229.

WEDNESDAY, SEPTEMBER 8

SPEEDWAY, SRA. Kern Co. Frngds, Bakersfield, Ca. 8:30 pm. Free parking, program. 213/793-1558.

ACA ST/TT, El Toro (Ca.) Speedway, I-5 & El Toro Rd. \$5 mail (9/6), \$10 post. 7:30 pm. 714/774-3222.

THURSDAY, SEPTEMBER 9

CMC MX, Ascot Park, Gardena, Ca. \$5 post. Night. 213/323-9710.

ST/TT SCRAMBLES, Arena Park Rcw, Lubbock, Tex. 8 pm. Hi-Plains Racing Assn., 5304 48th, Lubbock, Tex. 79404.

TT/FT, Trojan Speedway, South Gate, Ca. Gates close 7:15 pm. 213/862-0229.

FRIDAY, SEPTEMBER 10

1/2-MILE, Ascot Park, Gardena, Ca. Night. 213/323-9710.

SPEEDWAY, Orange Co. Frngds, Costa Mesa, Ca. 8:15 pm. \$2.50 adults, (11/15), \$1.50 hi-teens, 50 cents tykes. 213/793-3927.

SPORT SCRAMBLES, American Cyn. Vallejo (Ca.) Speedway. 8 pm. \$2 ride/watch. 'C' trac. 707/644-0741.

SPEEDWAY, Cal-Expo, Sacramento, Ca. 8:15 pm.

SCRAMBLES, Fremont (Ca.) Rcw, on Durham Rd. off Nimitz Fwy. 7 pm. Silencers. 'C' trac. 415/322-1514.

AMATEUR ST, Westside Eagles, Stanislaus Co. Frngds., Turlock, Ca. Silencers. 8 pm. \$2 ride/watch. 209/537-6206.

SATURDAY, SEPTEMBER 11

TT, Elsinore Race Track, Elsinore, Ca. 7:30. Off Hwy 71.

SPORT ST, Valley. Cycleland Speedway, 14 mi. S. of Chico, Ca. 8:30 pm. (9/25) \$2 ride/watch. 3 plates. 916/342-9302.

ENDURO, CERA North. Limed from Georgetown, Ca. Entries close 8/31. Spark arresters & mufflers. Box 22, Alamo, CA 94507.

SCRAMBLES, Shasta. Happy Valley Raceway, Anderson, Ca. \$2 ride/watch. 8 pm. 'C' trac. 916/365-7753, 365-1709.

MX, CMC Oregon. Goose Hollow, 20 mi. W. of Salem, Ore., on Hwy 22. \$5 post, \$1 extra class. Box 845, Salem, Or. 97308. 503/364-0461.

HRA TT 1/2-MILE, 395 Cycle Park, Adelanto, Ca. Sign 5:30, race 7:15. Camping. Silencers. HRA card. \$2.25 each race, \$1.50 gate. 714/246-6109.

MX SCHOOL, Bob Leach. Cascade MX Track, 3 mi. W. of Bend, Ore., on Shevlin Park Rd. 10 am. Bring a lunch. \$10.

TT SCRAMBLES, Far West. Northwest Championships. Redwood Acres, Ca. 8 pm. D-36 pts. Box 789, Eureka, CA 95501. 707/442-9595.

CMA TT, 5800 S. Bacchus Hwy, Salt Lake City, Utah. 1 pm. \$3 race, \$1.50 watch. All trac. 904B E. 2nd S., SLC, Utah 84102.

SAT. & SUN., SEPT. 11 & 12

AMA NATIONAL CHAMPIONSHIP ENDURO, Lansing. 400 miles. Box 1293, Lansing, Mich. 48904.

AFM ROAD RACE, Cycle Guide GP. Orange Co. Int'l Raceway. Box 213, N. Hollywood, CA 91603. 213/223-9667, 714/778-6394.

OVERNIGHTER, Roadrunners. Democrat Hot Springs, E. on Hwy 178, 12 mi. in from the mouth of the canyon. \$3.75 adults, \$4 non-members. 805/399-5464.

SUNDAY, SEPT. 12

MINIS, SCMB&KA. Saddleback Park, Ca. \$2 gate, \$2.50/class, \$4 non-members. Box 1455, Huntington Beach, CA 92647. 714/548-0269, 646-6025.

(Please turn to page 26)

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EVERY WEDNESDAY

A.C.A. SHORT TRACK & TT at El Toro Speedway (formerly Orange County Speedway) 23001 Valencia. El Toro, Calif., El Toro off-ramp San Diego Freeway. Pre-Entry \$5.00. Post-Entry \$10.00. Pits open 6:00 p.m., practice 7:00. First race 8:00 p.m. ACA license required. Pit men \$2.00 membership. Guaranteed Purse Sr. Classes. Admission \$2.50, Jr. (12-16) \$1.50. Info: (714) 744-3222.

1st & 3rd SUNDAY OF EVERY MONTH

Deadman's Point, Apple Valley, Cal. 1st & 3rd Sunday — Motocross — all classes 8 a.m. practice — 10 a.m. start — \$2.00 gate entry — \$2.00 race entry with membership, \$2.50 without membership. Info — (714) 247-7473 (eves.)

EVERY SATURDAY

TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Silencers required. Off Hwy. 71 in Elsinore, Calif.

EVERY THURSDAY CMC NIGHT MOTOCROSS AT ASCOT PARK

\$5 post entry — 3 number plates. CMC license required. Pit gates 4:30 PM. First race — 7:30 PM \$400 purse, Experts — trophies, Juniors and Intermediates. General admission \$2.95, Junior admission \$1.95, Kids admission \$.50. Under Free. Entries close 6:30 PM.



DICK MANN, PART THREE

"Some people are talkers, others are doers."

By David Swift

The Corona National started and the riders were told nothing could be done except to file an official protest afterwards. Bill Boyce was sitting on the fence on the matter but had to stand behind Kellem's decision.

When the decision became final, Mann was silent but looked right through Boyce. Then he said, quietly, "You know you're wrong, Bill." The force of his words dwarfed the sound of a dozen bikes.

Mann sat on one of the crates next to his dormant BSA and carefully penned his official protest: "Starter failed to give a fair start and then failed to disqualify the offending rider or riders. I am protesting Mr. Kellem's decision to do nothing to rectify the situation. Richard S. Mann."

There was the usual carnival in the pits after the race ended. Mann busied himself loading the bike and spares into his motor home and changed clothes. I asked if I could hitch a ride home with him in order to gather more information for the interview, planning to catch a plane back in the morning.

Exasperated, he declined permission, but said, "Okay, let's finish it right here." What could he say with bottle rockets exploding over his head, with tonight's winner Jimmy Odom pumping his arm, with a thousand potential autograph-seekers milling about? Alas, he had won. So I thanked him for the time he had given me, quite sincerely.

Mann is dedicated to his profession, motorcycle racing, 100 percent. Count your fingers and you will see this leaves zero percent for interviews, posing for pictures, publicity shunts, and other time-consumers. If you watch him closely, you will find that every time someone sticks a camera in his face or asks for an autograph, particularly when



he's preparing to race, he will smile and say the things most celebrities are supposed to say. But he always looks just a little bit hurt.

To be a professional motorcycle racer, now more than ever before, takes a combination of mechanical and riding skill that cannot be equalled in any other sport. Mann has been at it much longer than anyone else, and has worked harder than anyone else, yet has only been Grand National Champion once, seven years ago. He has finished in the top ten nearly every year for the last decade and, until this year, turned his own wrenches whenever possible. He led a brief portion of the Sacramento Mile last year with a broken foot, such is the extent of his dedication. Yet, he looks for no recognition, and when it is offered to him he stammers, blushes, and seeks to squirm out of such an embarrassing situation.

One reason for this is his lack of confidence in the press. When a person represents a creative, volatile force such as Dick Mann does, the last thing he wants to be is misrepresented. It's a matter of pride; Mann will never be too proud of himself.

Once, I asked him to mention someone, past or present, who he thought was important, great, whatever — just someone he admired. Again, that long pause, but this time it was longer than usual.

"Al Gunter. He was a fantastic late-50's racer. Well, more than a racer. His motorcycles were so far ahead of their time. Still are. He had a tragic accident one year and injured his head. Every one said he wasn't the same but that's not true. A tremendous free-thinker."

Mann is a free-thinker, perhaps the Philosopher King of the National Circuit. But he's not ahead of his time, or behind it. He does not seem to occupy the same segment of time other



racers do. He seldom brags about beating another rider unless he is joking. The element he's up against is himself; his own limitations.

When asked about his strategy for winning the number one plate, he declines that there are any. "I just go out and race." If asked if he looks forward to winning the Championship, he'll say, "I don't get too pumped up about it."

"What sort of advice would you offer to a young guy who wants to race?"

"If he wants to race, he'd be out racing."

"Well, what if he needs to know where to start...?"

"If he wants to race he'd be out racing. Some people are talkers and others are doers. If he wants to talk, he'll ask how to start racing. If he wants to race, he'll already be racing. The only people who want to race are racing right now. In fact, there are a lot of people racing right now who don't want to race."

So there you have it. He's not a talker; actions do speak louder than words. If you listen closely, Mann is shouting for an end of the superficial rantings such as you've spent the last few minutes perusing. Go out and find your own happiness, if you must. But don't lean on his laurels as if they were your own.

History is chock-full of people who have done great deeds for the common good. Mann is not one of them. He represents the most beautiful facet of human existence: individuality for its own sake. Once every generation there comes an entity who creates not for another person's benefit but from the yearnings of his own soul. Recognition is irrelevant, and sometimes, as in this case, a pain in the ass.

I hope, as a result of this article, people will appreciate him more than ever, but from a distance. To interrupt his train of thought is like shattering a delicate stained glass window.



A couple of times during the interview I promised Bugs I would send him a manuscript of it before publication, in order to insure the fact that he wouldn't be misrepresented. Naturally, it became impossible because of deadline problems and the erratic circuit he follows. The promise was sincere, and broken. I hope he accepts my apologies for not realizing how stupid my promise was; but he probably knew I wouldn't keep it, anyway.

He exercised the utmost patience with me, gritting his teeth occasionally when I displayed my lack of knowledge, but he tried very hard to accommodate me...as much as Dick Mann would let him. —D.S.

Cycle News

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Dept. of Clarification

"Now is the time . . . to take the bull by the tail and face the situation,"—W.C. Fields.

After last week's blunder on the front page, that's just about how we feel. We stated that *only* the Harley-Davidson Super Glide was manufactured in America. To that list, please add all the other twins, the Sportsters, XRs and Electra-Glides. Those H-Ds manufactured outside the U.S. include the Baja, Rapido, 350 Sprint and 65cc mini.

IN PLACE OF BRASS

I have come to the conclusion that some riders do not care about trophies. It seems that a plan could be worked out so that an individual upon learning that he had trophied, could notify the sponsoring club as to whether he wanted it or not. He could have the club send him the name and position tag and donate the money the club would have spent on his trophy to his favorite charity, or Rescue 3 or M.O.R.E.

GARY B. CHARTERS
Boron, Calif.
578 Trail
Los Coyotes M.C.

FILMERS' THANKS

As some of you know, our film company, Stanley-Hayden Productions, has been invading your desert for the past seven months. The main purpose of our project, entitled "On The Line," was to get into the lives of three men: J.N. Roberts, the best in the desert; Menter Williams, a man who has never raced before, and Lee Stanley, a man who crashed badly four years ago and has decided to get involved again. We have tried to capture what it is that makes a man commit to one of the most physically demanding sports in the world and how it affects his personal life and the people around him, and further the action and personalities of the people involved in desert racing.

We have had nothing but cooperation from everyone involved. Competitors have given us much needed on camera interviews. Promoting clubs, of the races we have filmed, have been more than helpful in getting our camera crews into difficult parts of the courses. A few times we asked riders to run over certain parts of the course after the race, where we felt we could capture the action better if it was planned, and we always had more riders show up than we needed. When our crews were out on the course and had to move the equipment a hundred yards or more for another angle, volunteers quickly came to their aid, asking for nothing, only making a difficult job become an easy one.

For the past month we have had a film crew riding with Rescue 3, so that we could capture them in the field. Their co-operation was outstanding, making it possible for us to get the coverage we needed. And this seemed to be the attitude of everyone we became associated with.

Now that we have completed filming, I want to thank all of you for your co-operation, understanding, interest and concern.

H. THOMAS HAYDEN
Van Nuys, Calif.

RIDING AT PT. RICHMOND

We are happy to inform you and your readers that the Richmond Ramblers Motorcycle Club had been successful in their criminal case. The charge of trespass under Section 602(m) of the Penal Code against a Richmond Rambler who was arrested during the hill climb on the Point Richmond property was dismissed yesterday at the request of the District Attorney's Office. It was dismissed at the time set for a jury trial on the charge. It appears now that Section 602(m)

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of the Penal Code will not be used in Point Richmond until after the civil case, brought by the Richmond Ramblers, is litigated.

We still have a long battle ahead in the civil case against the property owners, but yesterday's action appears to allow the use of the Point Richmond hills in the interim.

THOMAS G. SHELBY
Pelletreau, Gowen, Moses, Porlier & Larson

Attorneys at Law

they've been holding races there, I don't remember anybody being taken away in an ambulance until good ol' Chuck and his Tri-Am marched into town. Thanks a bunch.

DON HIRTLE
100 Novice

SALINAS MORE

Was a bit disappointed in the northern writer's coverage of the Elks Club Salinas Ramblers Annual Cerebral

expense to the riders and with nothing more than the satisfaction of having helped a good cause (plus a bitchin' TT and some great trophies.) The treatment by the people in Salinas is always outstanding. Too bad some of the northerners didn't show up to challenge the "Southern Supremacy".

The hacks ran three five lap motos, all characterized by close competition and much place changing. The final results (as opposed to the prelims in the paper) were Roesch/Skip Parti/Jamison (Tri) and Masella/Krohn, (Tri). The following day I talked to some of the people who had been in the stands and they all remarked about the sidehack race and its special excitement. My wife even thought the hacks were "grandstanding" to put on a show, until she learned it was indeed serious. That's how the action was.

GARY WEBER
Tujunga, Calif.



VOICES OF THE WEST

NOT A TT TRACK

After riding on the TT scrambles track at Muntz Cycle Park for the Dirt Diggers district points race, I have to say that that was one of the worse tracks I've been on! The track had so many ruts and holes in it, plus it had loose dirt, asphalt, etc. I found my skid shoes more of a problem than a help. I felt it resembled a motocross course more than a scramble track! After reading the build up about the 80 mph-plus straightaway, maybe I was expecting too much.

MIKE STEWART
Seal Beach, Cal.

Granted, the track was not really a TT style track; it was more of a Rough Scrambles track in which rider ability and not horsepower determined the finishing position. The Dirt Diggers were promised by Muntz that the surfacing would be as they wished, but road closures in the local area made transporting the granite to the park almost impossible. They attempted to prepare the track with what they had and it just didn't stay together; they realized their error too late...Ed.

To Chuck Ferguson:

This letter concerns the Tri-Am benefit series which you promoted and directed; if you can call that directing! You had a huge advertisement in "Cycle News" that told everything about the race. Only you forgot to mention a few details, such as the 4 mile course, the 3 water crossings and the dead engine start out in the middle of the river bed. Well, I didn't do too well in that race at Indian Dunes, but I still qualified and all it cost was 10 bucks — and a little grief. Then came the final at Rough Rider Cycle Park in Simi. I thought I might be able to finish pretty far up, because I knew the track well and I had done pretty good in a couple of previous races there. Then you started in again. You only changed a couple of things, but it was enough. One of the changes was the starting area. It was a good idea, because 50 riders going into the first turn on the old start would have been hairy. Only one thing wrong: the new starting area has a shorter run and a tighter turn than the old one!

One more thing, have you ever tried racing a 100cc bike on a track that's just been disced and watered down? Try saving all those goodies for the 250's next time! The race, for me anyway, was more of a bummer than qualifying was. This time, it cost me a broken collar bone and 6 to 8 weeks of no riding. In the 45 minutes I was at the hospital, 3 more victims of the thrill-packed Tri-Am arrived — two broken legs and one broken wrist. You know, it seems kind of a shame that Rough Rider's record was marred on August 22; in the three months that

Palsy Benefit TT at Salinas Aug. 22. I'm sure the 650 and 250 Expert races were most interesting, but they were far from the only races in a long day of great racing. The organization was, as usual, fantastic. Most professional promoters should do so well.

Southern Californians may have been rare, but sixteen Sidehack Assn. members travelled about 11,200 miles (man miles) field eight top TT sidehacks to put on a thrilling, crowd pleasing show. The Sidehacks have made a point of backing this worthy charity event every year for the last four years at fair

LOOKING FOR A GIRL

On August 23, 1971, at Huntington Beach Hare Scrambles, Bruce McCord crashed past the first check in a sandwash. I would appreciate it if the girl that found Bruce would contact me. Bruce has amnesia and I would like to know any information I can about his accident.

I would also like to thank the girl that helped Bruce.

Thanks also goes to the Huntington Beach member that brought Bruce's motorcycle in. As always a special thanks goes to Rescue 3 for their help and concern.

MARTA McCORD
18618 Grove Pl.
Bloomington, Ca. 92316

Lenks With The Past



By Bob Lenk

This ready to go racing young man posed on his new Crocker in the forecourt of his Inglewood, Calif. gas station was known of the speedway circuits at the 1930's as "Glenn Malcolm," alias Glenn M. Anderson, who hung up the handlebars after a successful racing career and entered politics. He was the youngest mayor ever elected, and served as Lieutenant Governor of California. Now he is the U.S. Congressman in Washington from the 17th District of California (Gardena, Torrance, Carson, Inglewood, San Pedro, etc.)

scramblin' around

By Maureen Lee

Hurray! The news that Dick Mann has regained the National point lead really gave me a shot in the arm (vitamins, that is!). To see someone like him done out of a chance because of a false start at the Corona National really hurt and he spoke up about it too, something he rarely does. If you've been reading Dave Swift's piece on him, you'll have gotten a bit of an insight on this man who is probably the most popular racer amongst the fans in this country regardless where he rides. They know class when they see it!

We weren't there but sources we consider reliable had a bit of a jolly tale to tell about the Kawasaki showing of their new bikes. Held at the Queen Mary everything was going swimmingly when one of the Long Beach officials turned up and made himself a bit obnoxious to say the least because he didn't know that permission had been granted Kawasaki to hold their goings on. All I can say is, it was a good job that it wasn't an English bike showing with many British present or said gentleman may have found himself keelhaunched around the once gracious Queen and then fed tea to flush out the sea water. Some of us living in this city have a sneaking hunch that some of the chaps at City Hall like to think of the Mary as their personal play toy. Anyway, the incident took the glow off a good presentation.

A long time ago I did a column on what would happen when the unsanctioned events started pulling the riders away from the District events and hurting the clubs who have worked so darn hard toward furthering the sport. Remember, I am not condemning anyone for trying to make a buck, if you want to throw unsanctioned events, fine, so go throw them and I might add, some of them are good, but the squeeze will come and it started last weekend.

The Dirt Diggers All-State Scrambles at Muntz Park had a very bad turnout for their event while Rough Rider Park had all the shoes just over the hill. Lord, in past years it's been the Dirt Diggers second biggest event; one year at Corriganville, it almost resembled THE Corriganville although run on a shorter course and without too many spectators dogging around and we all had a ball! The pinch hit them first. So think on it clubs, and figure out some way that you can do some promotional work like the pros do. Beat the bushes a bit to get the folks out even if you can only afford a weenie race for the kids!

IFOA CHALLENGES JERSEY

The International Four Owners Association, New Jersey Four Association members and thousands of New Jersey motorcyclists are now making a determined assault on the "No Motorcycles Allowed" rule of the New Jersey Highway Authority applied on the Garden State Parkway.

The opening Four Association effort was spear-headed by "Gentle Ben" Harroll on August 18, when a state trooper gave him a ticket for riding his Honda 750 Four on the parkway. The big four-cylinder machine has more horses than many small autos allowed on the famous parkway which runs from Cape May in southern New Jersey.

Ben Harroll, Four Association vice-president was picked for the "ticket job" because of the California plates on the big bike. The San Diego IFOA office believes that even should the courts rule against the motorcyclist, a federal inter-state issue will appear, which might interest certain Washington agencies and departments.

In addition to polling its eastern members who are attorneys, the Four Association will present its case to several congressional figures who have helped the association in the past. One of these people stated, unofficially, that he is considering introducing legislation in the next session of Congress to require the admittance of higher powered two-wheel vehicles and even hinted at several pressures available to the federal government against New Jersey such as federal gasoline taxes and highway funds.

GUEST REBUTTAL

On the Enduro Rules

By Larry Haley

District 37 Lightweight Steward

First I would like to make it crystal clear, that I do not make it a habit to nit pick things that are done within the district through the news media. It really doesn't serve any purpose in the end except to possibly give someone a good laugh. To correct something you go directly to the source, in this case the source is the district.

It's in very bad taste to condemn publicly the people that worked long and hard through meetings, research, and other various means to set up the Enduro Rules that should fit the majority of the riders. Granted not everyone will be pleased by them but the ones that are not is a very small minority. And when you work out the rules and the mechanics of the same you incorporate expert advice.

This panel of experts has been around the desert more times than most people have been around a coffee cup looking for the handle. They think, not merely putting their mouth in gear before the brain is engaged like some people I know. Furthermore, all of this labor is the labor of love for the sport. There is not one red cent incorporated for anyone.

Now in rebuttal:

1. The Rule, Sect. 8, about events less than 100 miles may have checks as close as 3 miles. This has been a rule in the A.M.A. Amateur Rule Book for some years. It does not put us out of step with the rest of the country.

2. Sect. 9. The Enduro Point Chart. It was pointed out that only 43 people will get points for a total entry of 800 or more. Whereas a body of the Dist. 37 Sport Committee known as the competition committee works for free, again it is a labor of love for the sport. I cannot see any reason to load the enduro steward down with the unnecessary task of keeping a drawer full of point cards, the majority of which will have only from 1 to 10 points. The one and only number that counts is the number 1. He and only he will derive any reward for his effort. This person will receive the following year's enduro card free, plus a big trophy from Dist. 37 for his effort, all others will wish they had tried harder. If one's bag is a number then get in on the racing scene and earn it, we have lots of them to give out.

3. One thing that should be made clear is, enduros are contest of skill not speed. The person starting on the 80th minute has just as much of a chance to win his class or even sweepstake in the event as the rider on the 10th minute. You are only competing on your time against mileage not the other guy's time.

4. About the heavywt. favor vs. the lighwt. vs. the trailbike; most of the old pros ride the big bores simply because they ride like a Cadillac over the better terrain and fire roads, less tiring. In bad country a lightwt. handles better and a trail bike even better. It's too bad one can't change from bike to bike to fit the lay of the land. In a word, you can't have your cake and eat it too. You must sacrifice one thing for something else. So the rules were not, I repeat, not laid out to fit the big bores: "Boy!" How about the year that Dave Ekins sweepstaked the Greenhorn on a 125cc Zundapp. I would say that's a far cry from a big bore.

4. Special award trophies are not counted toward your A transfer rides. Only the ones earned by position in your class.

5. Where in this day and age are you going to find a small enduro in Dist. 37? Poppycock.

6. Anyone that wins three third place trophies on his own in his division will have one hell of a better understanding about keeping time than he will ever learn following dear ol' dad, the old pro who is keeping time for him.

7. Sect. 11A. The enduro steward will return to the applicant a copy of his "Enduro Only" card along with his original just to be sure that the man has an extra card so he will not be without one. It is not written in the rule like that but, believe me, that is the way it will be done. The rider may also obtain as many cards as he needs from the Enduro Steward at no charge simply by asking for them.

8. Sect. 11B. In this section re: Cycle News, August 17, 1971. Someone went o a hell of a lot of trouble to uncover a type error that I made like the word regardless was first put in as irregardless. I crossed out the first two letters with black ink. I realized I made a booboo so I crossed it out leaving the word regardless. To the one that went to this trouble I say "Thanks sport". To err is human but to blame or condemn others is being a politician and that is one phase of journalism that some people should stay away from.

9. About the "A" Team having a monstrous advantage over the "B" Team. I should hope so, after all, the "A" riders are the experts. As far as advantage goes it's been quite a few years back that I fell off the load of hay and landed in the desert in the middle of all those motorcycles and stayed. But to my knowledge they still pay a first place "A" Team and a first place "B" Team so where is the advantage, to whom?

10. About the B rider being able to transfer himself to A by request; again it's in the Big Granddaddy Book of our mother club re: 1971 AMA Amateur Rule Book, pg. 19, Sect. 2, paragraph (A). Anyone that's interested in this book, it can be had at the small price of \$1.25 from the A.M.A. or I still have seven left over. Same price, simply by writing to me. I think a "B" rider will consider very carefully the change from "B" to "A" by request. I don't believe the Enduro Steward will be snowed under with this matter. After all, when you join the "A"s that's where the competition is the greatest, and most "B" riders will stay an "B" as long as possible to get that gold; it's easier there. The top competition of riding against "A" riders (if you're a lousy time keeper), and the entries are smaller; it goes without saying that the trophies are less, using the 10% basis for awarding them, will make the "B" rider carefully consider this self-voluntary request to change over. Only the very best of the "B" riders would really do it and if they are that good they should be "A"s. So no harm done.

11. Sect. 15-16: I don't think the promoting club will have any trouble understanding these sections even with all the foggy grammar. After all the man in charge will most likely be an Expert rider and he will know what the rule means. If in case of a green Novice (heaven forbid) he may call the Dist. Referee and he will know.

12. Sect. 18. Anyone with the smallest intelligence can readily see the meaning of this rule. For those that can't understand it, here it is. This rule was set up with respects to the very same rules in competition racing. It merely lets a top enduro rider that is going for No. 1 in points to be at ease knowing that he does not have to ride every enduro run of the year to hold his No. 1 position. One very good reason is, if he belongs to a club that promotes an enduro he can't ride it. So no one can ace him out of his No. 1 position by riding all of the enduros simply because this person does not belong to any club.

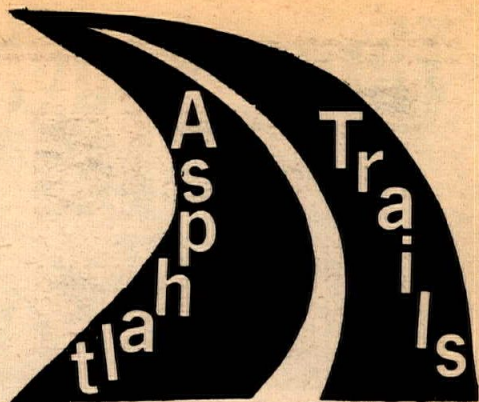
13. Sect. 20. Answer to the last question below the actual rule. It shouldn't take a computer to analyze that. Simply separate them; the Experts will know how to handle it.

14. Sect. 22. Finally one rule seems to have gotten by without some kind of remark. Fantastic.

15. Sect. 23. Thanks again.

16. Sect. 24. Again refer to the 1971 A.M.A. Amateur Rule Book pg. 20. In answer to this rule in following Cycle News dated Aug. 31, 1971, by Ed White. No 2 day event as we know it now is like the Greenhorn. We won't split the clock on night enduros. Later however, if and when the time comes for a 24-hour continuous enduro, we will probably accept that run as a 2 day event per A.M.A. Rule Book, pg. 18.

To really understand all the ad libbing in the last few paragraphs, one should go back to Cycle News, dated August 17, 1971, about two weeks ago and compare them. It might amuse you. There is really nothing better in life than a good laugh.



By Howard J. Eble Jr.

Since last heard from I have been to the SRRA run at Donner Summit and it turned out pretty good as usual. Something new this season has been the appearance of riders from the Oregon and Washington coming down to some of the better runs. This could be the start of a trend which of course would need a few of the southern riders going north to even things up.

That Sunday morning had a number of riders raring to go on a Volunteer search for the retarded child that was lost in the area the week before. As luck would have it the child was found that morning before the bikes could show their stuff, but the SRRA member clubs should be commended for spirit of dedication and in particular I should like to mention the Redwood City Travelers.

The Bakersfield Red Tops of the SCMA bunch came on pretty strong the same weekend with their usual fine run up in the clear air country at Panorama Heights.

The CBM (Committee for Better Motorcycling) will be going back to Carson Hot Springs at Carson City Nevada and will feature a Tour Pin along with a decal for the windshield and have added a number of new events from last year. Although this is not a sanctioned run it extends participation to all Road groups once again. In the process of designating the recognized Road organizations they have run into a problem from the RRC (Road Riders Committee). It seems that they strenuously objected to their initials being used without specific authorization and have notified the CBM of impending court action as a result. This is the same association that I mentioned earlier in one of my past columns that promised out-riding participation along with clubs and as of this writing has not done so.

Some time ago I mentioned that I had drafted the Road Rider rules that were adopted by the AMA and I had not at that time seen them in print. Well I received a letter from Ed Youngblood, managing editor of AMA news, who not only informed me that they were indeed in print but also sent me a copy for me to peruse. In addition to another inquiry I have been informed that out of the \$7 a year dues, about (roughly) \$3 goes to the insurance program which leaves \$4 to operate on. Having a good idea of what the pins cost that are now being put back into operation, that leaves about 1 to 1 1/2 dollars that the dues were jacked up. This is, of course, just rough figures.

In addition the publisher of this publication mentioned the possibility of Class "A" members being eligible into the elite "E" Board. Unfortunately, this is not the case, according to Mr. Youngblood, although I can not fathom the reasoning behind such a fact.

An interesting fact that was brought out by MORE is that out of 1 1/4 million bikes in California about 56% of them ride the road at some time or another, some more so, some less. Even figuring at a very conservative estimate, there has to be a potential of at least 100,000 or at least 50,000 bikes that might be induced into participating on some organized road event. As far as I can determine in a year's time the participation throughout the state probably only numbers about 4 to 5,000 bikers hitting one run or more during the year.

To just what this lack of participation lies could be hotly debated but suffice for now I will offer a suggestion. The next time you make a run bring along a friend or a new acquaintance that has not been on a run before and give him a "cook's tour". Since the average rider only rides about four to five years and then hangs it up, one road rider each year you can interest will make a substantial contribution to the growth of the sport.

Three Rough Loops at Dusters' Hare Scrambles

By Dick Wright
FOUR CORNERS, CAL., Aug. 19, 1971 — Almost four hundred riders were ready to go three loops on a thirty-five mile course set up by the Dusters M.C. The course was tight with no fire roads, but lots of choppy dusty

trails. At the drop of the banner the Amateurs and Experts took off heading for the smoke bomb four miles out over a lot of road crossings and across sandwashes. The first man to the bomb was Jeff Wright, No. 99x on his fast handling 125cc Rickman, making it like

the devil was on his tail. Two hundred yards behind was Larry Pfutzenreuter, No. 238x on a 250 Bultaco, followed by Bill Bogner, No. 886 on a Husky and Jack Kneble, No. 888 also on a Husky. Wright held the lead all the way around the first loop, got a twenty-second gas check and pulled back on the course just as Pfutz came by. Pfutz still had to get gas so Jeff went out of the home check point with about a thirty second lead.

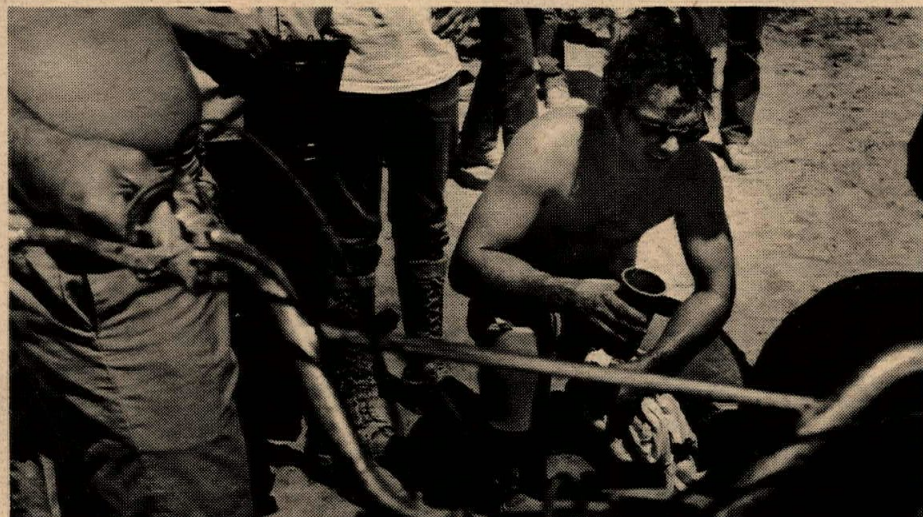
The two leaders had it out pretty good on the second loop and came into the pits wheel-to-wheel. In fact they came by the Checkers pits and over the road crossing locked bar-to-bar and with their knees rubbing together but they broke loose and went out of the home check with Pfutz having the wheel on Wright. But Jeff took the lead back in the tight stuff on the way to the bomb and the battle was still on. By this time the leaders were well into lapping a lot of Novices that started thirty-seven

minutes after the Amateur/Experts.

Pfutz had the lead after the second gas check but Wright still had him in sight when his engine gave up. Pfutz came in with a well-earned first overall on his 250 Bultaco. Bill Bogner, No. 886 came in second to claim first Open class. Jack Kneble was third and Bill Saltzman, No. 602x was fourth. All were on Huskies. George Walker pulled in fifth on a fast Kawasaki. Terry Clark, No. 2 had a good ride, taking first trail bike and finishing sixth overall on his little 100cc Harley-Davidson. Whitey Gregory, No. 30 was next on his orange A.J.S. Charley Vandervoort came in eighth, on his Husky for his first Expert ride, first 125 went to Ed Scott on a Rickman. He also claimed first Amateur. Rex Teneyck, No. 720 took first Open Amateur on his Husky, which makes it eight out of eleven for him. LeRoy Davis was the next Amateur in followed by Bob Raskel, also an Amateur. Tom Coles had a good ride on



Good day for for sledding as Tom Cotes took top Open Amatuer on a Triumph.



Overall winner Larry Pfutzenreuter cools off in the shade of his pals.



Big Bill Bogner was second overall and first Open Expert.

his big Triumph finishing fourteenth Overall.

The Dusters did a good job on the run and were even able to give us the top finishers in the Novice classes which



Terry Clark got his picture in the paper again.

was quite a job with the three loop race as some riders went three loops and some went two and it was hard to tell who the winners were after the first twenty-five.

The first Novice in was Bill Lyman, No. 818x of the Desert Foxes M.C. on an Ossa and are they proud of him. Special 250 Novice was Tom Martin, No. 522x on a Bultaco; first Open Novice went to Paul Titus on a Husky; second was Dale Newton on a Ducati. When first rider in the hot 100cc class was Rudy Abeie, No. 828 on a Harley-Davidson, second in was none other than Rick Austin of the Cactus Casts. There was a good duel in the girls' class between Mary Brooks and Joy Matis, but Mary was able to get Joy in the last couple miles to take first girl and they both went the entire hundred and five miles.

Pfutzenreuter was one hot and tired rider after the race and said, "That was a rough ride. I got Wright going to the bomb on the third loop and thought I had it, but up he came and repassed me. We really had a go at it."

(Results on page 24)

Spending the Night With the Jackrabbits

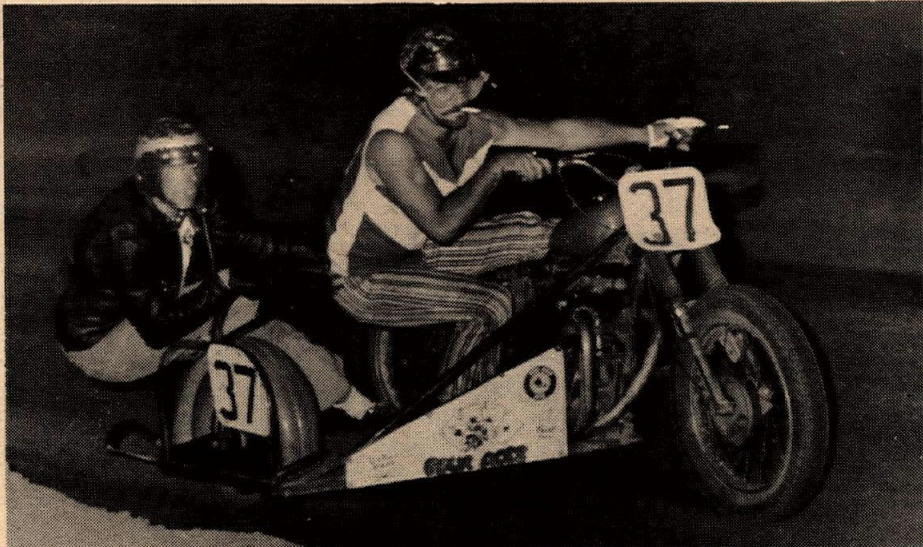
By David Swift

ELSINORE, CAL., Aug. 28, 1971 — This was the second night scrambles in the last month held by the Jackrabbits here and it's amazing that they would do it a second time. From 6 p.m. to 2 a.m. Sunday morning 240 contestants filed in and out of the tiny pit area, battling dust, noise, pit racers, and dark.

Lord knows how many races the 'rabbits cranked off that night, and they did it with co-ordination. There were

over two dozen different classes of bikes that must be contested. Some of them were combined; some were run in motos and others eliminated in heats, a semi, and a main. But, by golly, they did it regardless of the mass confusion generated by the crowds of assorted hangers-on, dipsomaniacs, and bratty kids on minibikes who tend to frequent such events of this sort.

The sponsoring clubs' Engineer Bill starting technique — red-light,



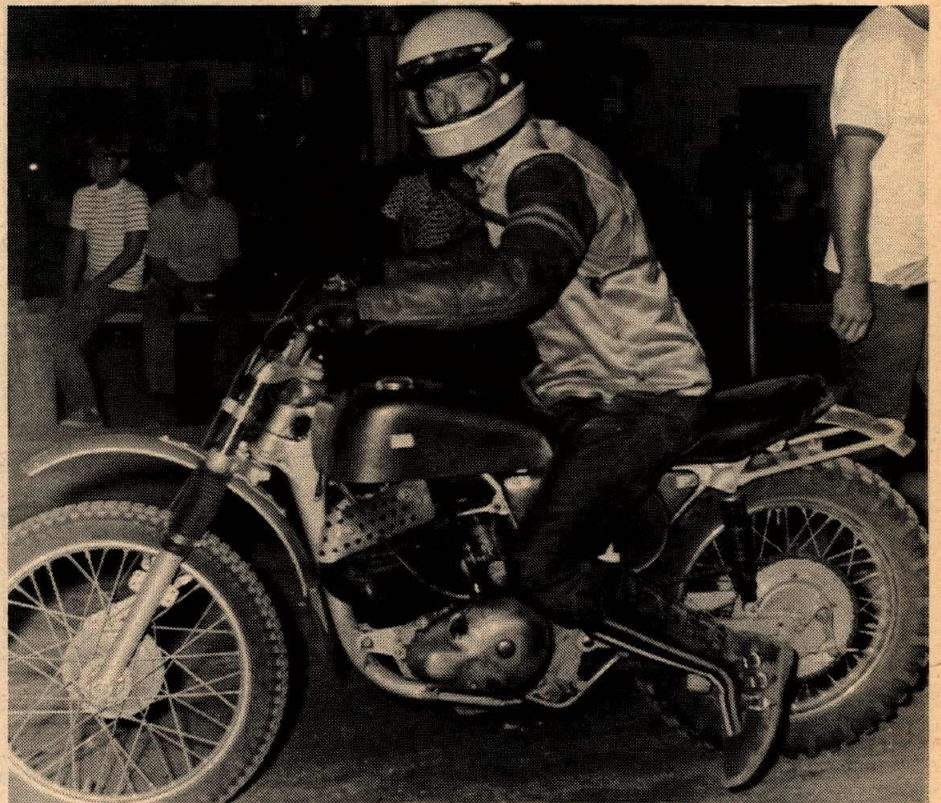
F. Phelps III and his sidekick Keno took second behind R. Huspith and J. Wahl. At this particular corner, many of the monkeys would get their gladius maximus too close to the row of tires that lines the inside of the turn bap-bap-bap.



T. Flynn leads everyone in the 250 Novice Main...everyone except R. Hutchins, who has already zipped by to win. T. McHugh (114x) finished third.



Bob Hill gets serious as he enters the fast uphill back straight. The amiable lad had a good night, winning the 125 Experts. Larry Bird and Jim Connolly, the later on his enamoured Bultaco, held the next two spots although Bobby Butt gave Hill a bad time in the first moto, nearly pipping him at the line.



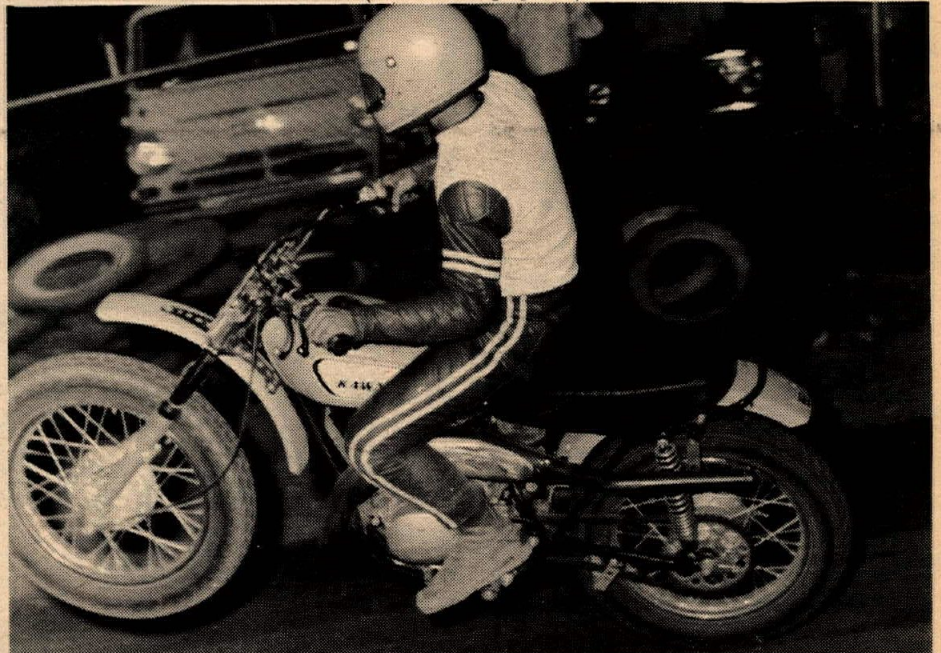
Jim Connolly said, "I took my Greeves out of the garage after trying to sell it for two months. It sure feels weird to be riding it again." Jim couldn't beat young Jeff Sexton in the 350-500 Expert motos, but came close a few times. Sexton won that class and took second in the Open Expert contest, his 501 Maico getting aced by the cleanest-sounding Triumph/Rickmans around — John Sprague's.

green-light — worked quite well and tonight they weren't putting up with any guff. Two or three of the biggest, brawniest members strutted the line. If a racer fudged just a bit, he would get shoved back into place, forcefully. If he did it again (and not many did after a while), the attendant would grab the cross-brace and shove the violator

backwards until he hit something — bonk.

The night was warm but the track stayed damp. Still, many competitors complained that the turf was not at its best. There were some rough spots unbefitting a TT, including one at the beginning of the first turn. This turn is plenty hairy even without a hole or two.

(Results on page 24)



Jim Brockman, a 16-year-old who drove up from San Diego, gave Dan Hockie a bad time in the 250 Expert bash. Nearly beating him in an earlier heat, he left the course on the last lap. In the Main, however, stayed in front. Elsewhere, Dan and his buddy Charlie Soderstrom raised all sorts of fuss in the 200 Expert motos, giving everyone a delightful show. Hockie won, but not by much.

Women's Lib Alive at Perris

By Elaine Jones

PERRIS, CAL., Aug. 21, 1971 — The fair sex invaded Perris Saturday night. Pam Bales and what she did to the boys in the 125cc Novice I class will not be forgotten soon. Pam not only won her three heat race but she led them from start to finish.

Rick Milner did his thing in the 100-125cc A/E go and is proving to be one of the best 100cc riders around. Steve Bales and Art Castell had a closer contest but Art seemed to have trouble with the back end washing out and settled for third.

Little Randy Monroe rode himself into a Perris Amateur rating in the 100cc Novice I. He's got to be the youngest to ever get a transfer. Randy has been one of the most popular and outstanding riders of the season. Marc Jones, another young shoe should be the next one to take the big step, ran second and Donald Ray was third.

Buddha Bultaco of Riverside came out in force and have most of the best 250cc Amateur-Experts in District 37 wearing their flashing orange and black

colors. The 250cc A/E race saw brothers and Buddha teammates Toby and Terry Stanford duke it up pretty good. Toby evidently has given up riding his 100cc machine but he sure does know how to get a 250cc around in a hurry and did it faster than Terry. Skip Gallagher, also a teammate, nailed down the number three spot making it a clear sweep for the Buddha clan.

Buddha also donated a tire and a set of handlebars to a couple of lucky riders. Skip Fordyce also gave away some of their bright red T-shirts to the second place finishers in each class. Bikers Paradise gave oil, a socket set and spark plugs so the goodies are getting better and better all the time. To all of these fine shops welcome and we hope you stay around a long time.

Vince Graves and Jack McCafferty made it one, two for Suzuki in the Amateur-Expert moto. Larry Stapleton put the damper on a clean sweep when he got his Triumph up for the third spot.

(Results on page 24)

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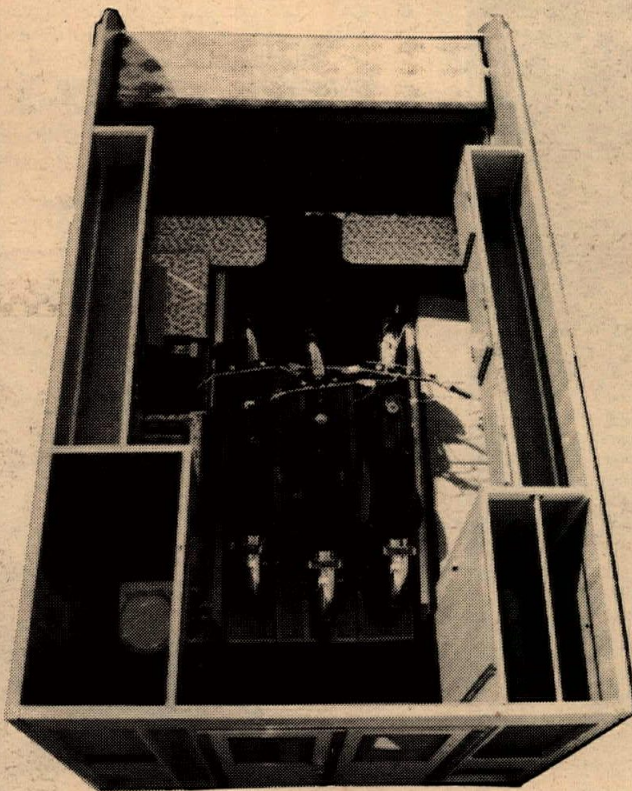
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GRANT PULLS

By Pete Szilagyi

Photos by Szilagyi & Racing Photos
VALENCIA, CAL., Aug. 29, 1971 —
Young moto-star Doug Grant won the
lion's share of the Indian Dunes purse
on this toasty SoCal afternoon. Grant
aced an unusually small 250 Senior pack
to score first overall. Doug also took
second 125 money behind Tom Cook.There was an intermission called after
the first series of motos to permit the
naming of a Miss Indian Dunes. A small
turnout of nervous nubile posed for the
photographers as a preliminary to the
selection. After a lot of milling around
in an attempt to solicit more entrants,
Liza Keena, the 18-year-old wife of 250
Junior Mike Keena, was chosen by an
unspecified process to be Miss Indian
Dunes. Mike went on to make it a red
letter day for the family by riding his
CZ to second overall in the 250 Division
A.The little bore Experts had to
content themselves with chasing an
inspired Tom Cook. Doug Grant (Suz)
and John Vanderquist (Puch) provided
the only competition for Cook's
Bultaco as the trio left the rest of the
pack behind. Vanderquist had a good
shot at second place but seemed to tire
after the first few laps to let Grant build
an easy lead. Good racing in the early
laps, but follow the leader later on. Tom
Cook just loves the monotony!Doug Grant climbed aboard his
factory AJ and bettered his 125 mark in
the 250 Expert class. He won the first
and third motos but had to capitulate to
Eddie Cole's Bultaco in the secon heat.
The freewheeling Cole was almost able
to take first place in the third moto also
when he pulled a nifty holeshot to take
an early lead while Grant was stuck
back in the middle of the pack. However,
the race had to be restarted
because of an anxious rubber-band
stretcher. On the restart their positions
were swapped and Cole was mired down
in traffic and Grant was heading for the
horizon. Cole managed to work his way
up to third when John Grossini
momentarily bobbed his Husky. Tony
Rogers (Mai) rode consistently well to
cop third place money ahead of Grossini
and Al Wurtzel (CZ).Mike Runyard and Glen Lund put on
a fantastic show of catch-me-if-you-
can riding in the Open Expert class.
Lund established himself as a real

Jackson Continue

By George Andersen

IRVINE, CAL., Aug. 29, 1971 —
Becoming somewhat of a regular
occasion, Chris Jackson took another
first place win in the 125 Jr. class over a
very exciting and well executed day of
A.C.A. Motocross. Riding on his
super-fast Penton, Chris needed only the
starting hill to take the lead in the first
two motos. From there he built
unmountable leads.But in the third moto, Mike Langford
(Bul) had his mind dead set on winning
this one and dove into the lead with
Jackson and another top A.C.A. rider,
Jerry Vandellen (Mon) right on his tail.
Not till the third lap, and a series of
turns, did Chris find the right groove
and the lead. From there, he went on to
take his third win of the day, and the
second week in a row that Temple City
Kawasaki has produced a winner in this
class. Langford took second for the day
with Vandellen third.The 250 Sr. class saw some unreal
riding coming from the likes of David
Boydston (Mai), Morris Malone (AJS),
and Bruce McDougal (Yam). In the first
moto, McDougal showed no mercy by
riding his proto-Yamaha to an
unbelievable lead over the rest of the
field and first place at the conclusion of
the 20-minute moto. The
ever-so-smooth Malone took second
with Boydston coming up so fast that
he nearly squeezed by Malone as the
checkered flag went down.The second moto saw Boydston let it
all out by winging his Maico into the
lead on the first lap, with McDougal and
Malone in close contention. Mechanical
problems put McDougal out on the
third lap leaving Malone by himself to
make a run at Boydston, but to no avail.
Boydston took the second moto hands
fighting in out again, with McDougal
over on the sidelines...still wondering
down.

The third moto saw these two

OUT NIFTY DUNES RIDES



One of the Dunes' fast flyers.



Doug Grant had a good day.

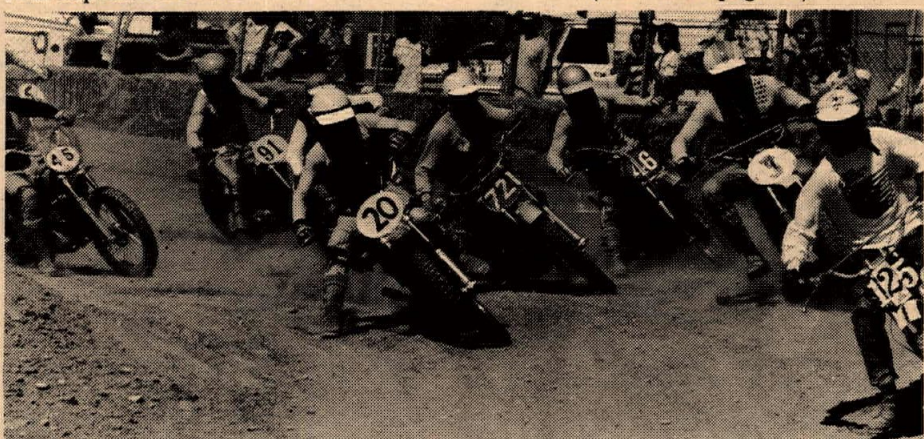
swiftie as he and Runyard swapped wins in the first two motos. Glen appeared to have first overall wrapped-up after he passed Runyard in the second moto and started to build a lead. The crowd was looking forward to an instant replay of the first moto.

Late in the race Lund and Runyard had to lap a slower rider and Glen lost a couple of seconds trying to get around him. On the final lap Runyard lit the wick on his Montesa and passed a startled Lund to take the checkers first. Glen crossed the finish line with a very sour expression on his face!

The third moto was all Runyard's. Mike got a good start and built a sizeable lead over Husky riders Lund and third place Steve Holaday. Runyard was cool and fast under pressure and even had enough time to entertain the crowd with wheelies and cross-ups.

An enormous crowd of Juniors showed up to slip and slide and peep and hide. (Peep and hide?) After the dust had settled Rick Jacobs rode his Suzuki to the top Open trophy. Robin Clarke (CZ) and K.D. Ratzlaf (Mon) topped the 250 Juniors.

(Results on page 24)



First turn action at Indian Dunes.

Dominating ACA Junior Motocross

why. By this time David Davis (CZ) and Rich Davis (Bul) were really starting to "get with it" by closing up on the two leaders to within a few yards, (both probably wishing for a few extra laps,

somehow). Boydstun took it and first overall. Malone was second with David Davis and Rich Davis taking third and fourth.

(Results on page 24)



Chris Jackson in the ACA 125 Junior class.

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Dusters Hare Scrambles
Aug. 29, 1971

100 Expert Class

1st — Terry Clark — BAJA 100
(6th Overall)

100 Novice Class

1st — Rudy Abeie — BAJA 100

CMC Utah

Pony Express 200

(Two man relay team)

Aug. 29, 1971

100cc Class

1st — Larry Roeseler — BAJA 100

Earl Roeseler — BAJA 100

(10th Overall)



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Two Evans Dominate ACA Road Race Scene

By Buzz Baty

CARLSBAD, CAL., Aug. 22, 1971 — A couple of the promising youngsters on the road racing scene, Pat Evans of Grossmont, Calif. and Jim Evans of San Bernardino, Calif. (no relationship) put on a good show at the ACA road races today.

In the 125 Senior Grand Prix, Pat spent the entire race playing tag with Steve Froschauer with Steve taking the win by a smidgeon. It took some fifteen minutes before the start/finish line judges decided the winner. Young Evans

won the 200 event with little or no heat from opposing riders.

That wasn't the case, however, in the 250 event. Personable Jim Evans, who is beginning to come on strong as a road racer, got underway with a really "out-of-sight" start and had strapped a ten-second lead on the rest of the field crossing start/finish on the first lap. Pat Evans, in the meantime, had gotten a poor start and then was held up further by a couple of back markers. But this young man doesn't know the meaning of the word quit, began to slowly cut into Jim's lead with his potent 250



Tall, lanky Mike Devlin can't be stopped aboard his Yamaha R5, a production machine that he also races in the Grand Prix classes with a degree of success.

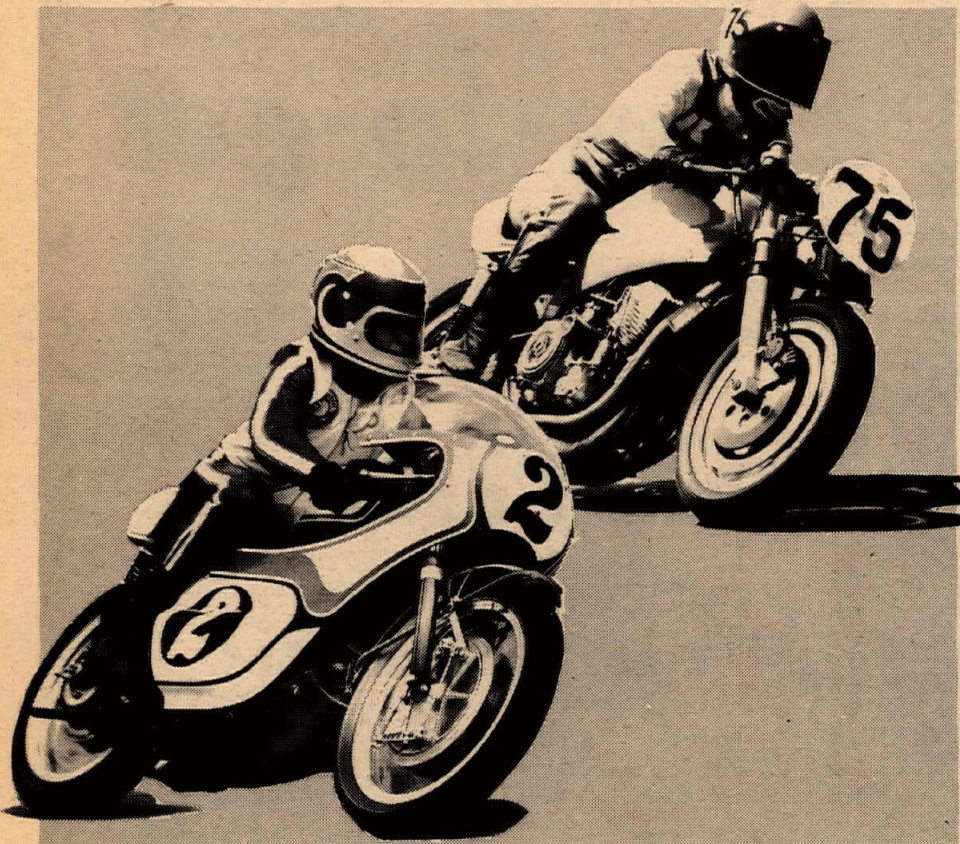
Yamaha. Jim Evans was experiencing clutch problems on his not-too-dependable-but-rapid Kawasaki. The last two laps, when Jim made the 180 degree turn at the bottom of Wheelie Hill, the clutch housing was seizing on the shaft and Jim couldn't keep the R's up. Pat got by on the last lap and crossed the finish line a ½ second ahead of Jim. A helluva come-from-behind ride for Pat Evans for the win, as well as a great ride by young Jim on an ailing Kawasaki to finish second.

It was an entirely different story in the 350 GP, which included the 500cc and Open classes. Jim Evans was mounted aboard the 350 Bridgestone, courtesy of Tony Murphy, while Pat Evans was on his 350 Yamaha. Jim got another fantastic start and Pat didn't do too badly himself on this start, but the

race was no contest as the young and stylist Jim Evans never looked back and crossed the finish line a winner with a ten-second lead over the rest of the field. And this time Pat finished second. Since this was a combined event, the 500cc winner was Dan Hanebrink on the Monotrack Engineering Kawasaki H1. With three laps left to go in the race, Jim Evans, on the potent 350 Bridgestone lapped Hanebrink on the Kawasaki. The Open winner was Steve Mallonee on the Norton 750 Commando.

These two young men, Jim Evans and Pat Evans, are certainly going to be stars of road racing before too many moons. Rumor has it that both Jim and Pat will have factory and/or fully sponsored AMA rides next season and it couldn't happen to two nicer road racers.

(Results on page 28)



Jim Evans (above) and Pat Evans, although unrelated (so they say) are two of the young lions currently making waves on the local road racing circuits.

550 Try For SRA Worm

By Lou Whitney

Photos by Dale Coats

ADELANTO, CAL., Aug. 22, 1971 — It was 10:45 a.m. as a beat-up old pickup truck came sauntering up the pit road. Inside were two obviously confused young fellers with a pair of slightly used trailbikes on the back. They viewed the pit area with slightly more than a dozen vehicles and asked wistfully, "Isn't there supposed to be a race here today?"

This incident managed to tell the best part of the story as the second Early-Bird Hare Scrambles did the deed of getting everybody home from the desert by noon on Sunday. That is, all who wanted to go home early; some rather would relax in the noonday sun and sip suds instead.

As it was, nearly 550 riders were present to see if SRA could indeed have a race that started at 8 and finished

before 9:30. As predicted, it was exactly 8 when the herd of Novices thundered off toward the smokebomb but there was all of a sudden no smoke! At almost 30 seconds before the flag fell, the bomb went out. It was a good thing that most of the riders had had a chance to burn a good trail for the three mile run to the bomb or it could have been rough.

After surviving the run to the bomb, the Novices had a great time swapping leads and near leads for most of the race. Husky-mounted Ron Olinger outdueled the pack to take home first gold, but not as easily as he would have liked. Matt Arcelus held the lead for a short time, but was sidetracked by a girl waving at him and crashed. He recovered for a sixth overall, but never did find that girl again! Second overall went to Mike Dice on a very fast 400 Suzuki. It seems to be the right distance for the older riders as Ron is 36 and the first 250 (fourth overall) was 42-year-old Tom Jackson, also aboard the Swedish bike.

Alan Trimble on a 100cc DKW led all the 100's and 125's to the checkered flag in about 30th overall position. Not hardly bad for a small bike on a big-bike-favored course.

Meanwhile, back on the starting line, the 300 plus beginners headed for the barely-visible bomb at 8:10. After many incidents of boom, bang, slide, and slip, they stormed into the finish line with Steve Ryan on a 250 Bultaco just second ahead of 14-year-old Brian Harber on a 250 Husky. Leo Larson was about one minute later on his 175 Yamaha, while top Open bike honors went to Yamaha-mounted Bryan Rogers. First trail was Joe Rousek on a DKW.

The next early-bird is scheduled for the same area on September 12, with the Novice start at 8:00 a.m., and beginners going off 10 minutes later. SRA officials have promised finisher pins shaped like a bird pulling the worm out of the ground.

(Results on page 24)



There's other things to watch besides the races.

DESERT FLICK COMING SOON

Those of who who participated in the Master Links' Hare Scrambles near Adelanto, California on Sunday, August 8, 1971 may soon see yourselves on the silver screen. Final scenes of Stanley-Hayden Productions' new motion picture, "On the Line" with J.N. Roberts, were filmed on location at the race.

J.N. said, "I really think this is going to be a good movie. It is all about desert racing and how it affects the lives of the men who race, and it is pretty authentic."

"On the Line," a feature film, is due to be released in 30 to 60 days according to Lee Stanley of Stanley-Hayden Productions.

400 FOR SPORTSMEN, TOO

If you would like to enter one of these big off-roadies that occur from time to time but know dang well you can't beat Malcomb if he was on a unicycle, get a load of the upcoming California 400.

The American Recreational Vehicle Racing Association has set aside January 29, 1972, as the day for their 400-miler for all sorts of vehicles, starting in Barstow, Calif.

The four-wheelers will pay \$250 per entry, as will Class 6, the Masters-Motorcycles. Fifty percent of the entries will be refunded and returned in the purse.

But the final class, Sportsmen-Motorcycles, pay \$25 per entry, making it easy for just about anybody to compete amongst his peers.

Mail entries open September 15. For further information, ARVRA, Box 125, Apple Valley, CA 92307. Phone Bob Dressler at (714) 247-7473 or Lee Chase at (714) 247-2363.

ON THE TUBE

AFM chief, Jim Manning of the LA Chapter, will be a guest on Tom Malones' "Sport Set" seen Sunday nights in the Los Angeles area on KCOP-TV, Channel 13 at 9 p.m. Steve LeHuray, staff member of Cycle News, will have some of his road racing footage shown at different points during the 30-minute show.

FUTURE HOT SHOE

By Alice Rhea

Eight-year-old hot shoe James Koshark shows perfect form taking a jump near El Mirage Dry Lake at the Dirt Diggers' European Scrambles, August 15, 1971.

James had his first ride at age six on dad's Hodaka. Soon bored with just hanging on, James got his own



motorcycle, a Taco, which he rode for six months before getting his present Maverick.

James entered his first race on his eighth birthday, April 19 of this year, riding his Maverick in the Mini-Motocross at Indian Dunes, California, and I inquired how he had done.

"Oh, I finished fifth in my class," he said proudly. Then I asked how many bikes were in the race. "There were five of us," he said, grinning.

McQUEEN GETS ILLUSTRATED

Steve McQueen is on the cover of a recent issue of Sports Illustrated, complete with his trusty Husky, Bell Magnum, and, most importantly, no shirt.

The cover story is a superlative feature that offers interesting perspective to the joys of motorcycling, presumably from an outsider's point of view. Good reading.

Nicholas Tops Ascot Experts; Scott Runs Up Junior Streak

Photos by Dan Mahony
GARDENA, CAL., Aug. 27, 1971 — Jody Nicholas and his Allison-Norton returned to half mile action tonight after missing one week to compete in the National Road Races at Pocono.

Ascot is the only track Jody has been able to find a win on this year and he found his ninth main event score in a close one over H-D mounted DeWayne Keeter.

Nicholas squeaked into the fast time slot in time trials with Lloyd Houchins, Sammy Tanner and Mel Lacher right behind. Houchins was back on the track for the first time since breaking his wrist in the National TT at Ascot and was looking as fast as ever on his BSA.

He was fast enough in the heat race to top both Lacher and Keeter for his first wins since last July. Nicholas kept Tanner from scoring his 400th win by winning the heat race over the "Flea" who was an early leader before taking second.

Lacher upset Nicholas in the dash, winning the event for the third time in the last four weeks. Tanner again was turned back, finishing in third behind Houchins. Nicholas tried too hard for the win and crashed but was not injured.

Tanner was off and looking for that magic win in the final and led the first lap before Nicholas took over. Then Keeter, riding the low groove for the first time in over a month, started moving from fifth place on the opening lap.

Houchins was a close second until he fell off on lap seven, leaving Keeter the runner-up, but well off the pace. Then DeWayne put together lap after lap, the way he does from time to time and at least twice each year.

By the 12th lap he was right on Nicholas but for some reason seemed to quit charging and followed Jody the last two and one half laps to take second place. Tanner dropped all the way to fifth with Lacher, the main event winner the previous week, moving up for third.

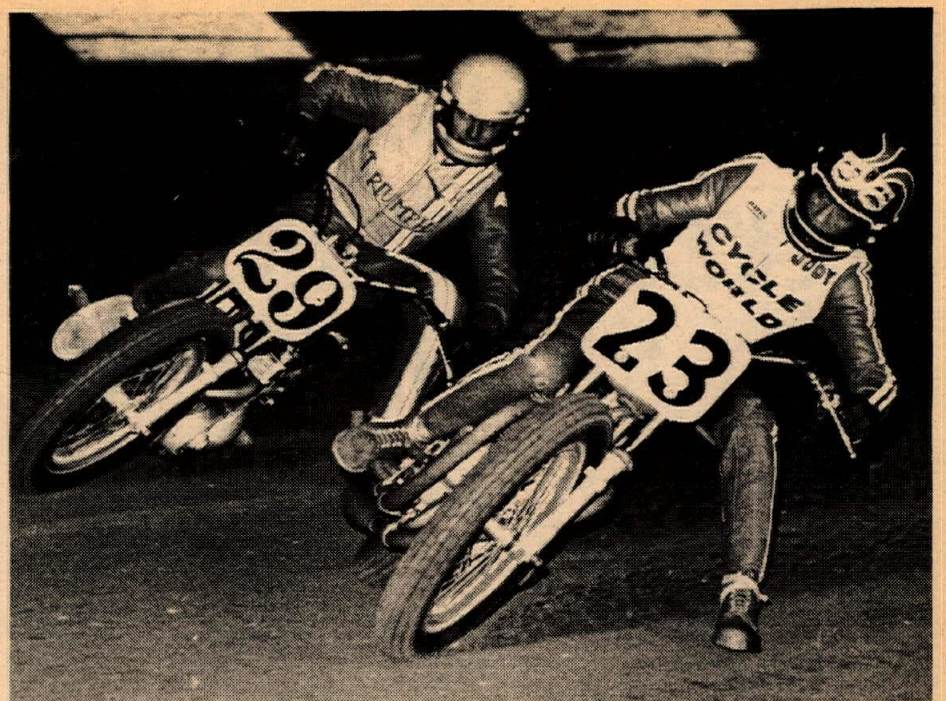
The race marked the return of Jim Nicholson to half mile action for the first time in about three years. A stint in the service, plus a serious car accident has kept him off the track for many seasons. Jim grabbed a fourth in the heat and a second in the semi before ending up seventh in the final, his first time back.

Gary Scott (Tri) and Scott Brelsford (Yam) again whizzed through the Junior and Novice events. Each rider chalked up two more victories. Brelsford now has an overall lightweight win streak at Ascot of 12 in a row.

Scott's two wins in the yellow place class now has his latest win streak at seven straight.

Radio station KBIG will be one of the network of stations broadcasting the Talladega National on Sunday morning live; the Los Angeles based station is 740 on the AM dial, 104.3 FM.

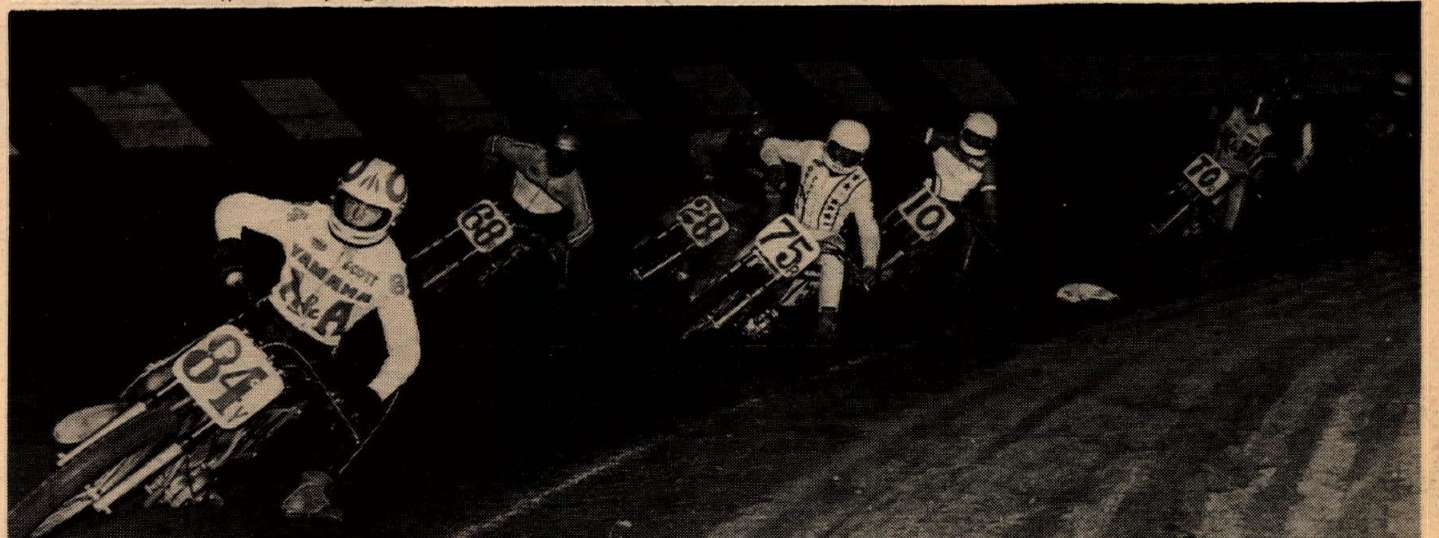
Early season TT events did not include Novice riders but they will now be back this Friday. This will give the TT rider two straight nights of steeplechase racing as Corona also slates a TT for this coming Saturday night.



Jody Nicholas returned to the winner's circle with his Main Event win. Here he holds off the charge of Lloyd Houchins, back from his injury sustained at the TT National in July.

The Ascot TT will be for this Friday only, returning to half mile action the following week. Corona will continue to

run TT events every Saturday night until later in the month.
(Results on page 24)



Ascot Half-Mile, first turn: Scott Brelsford (84Y) leads the Novice charge ahead of Fred Timberlake (68R), John Sperry (28R), Tom Horton (75R), Gary Caldwell (10R) and Steve Nichols (70R).



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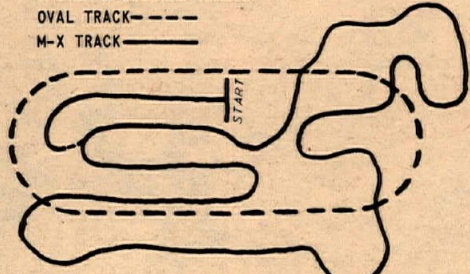
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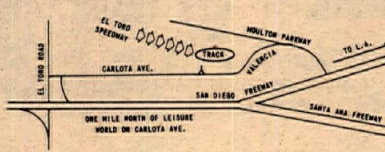
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baja wins again!



Hare Scrambles
Huntington Beach M.C.
Four Corners, Calif.
Aug. 22, 1971

Trail Class
1st — Terry Clark — BAJA 100
2nd — Mitch Mayes — BAJA 100
4th — Larry Roeseler — BAJA 100
5th — Jim Sumners — BAJA 100

Trail Am. Class
1st — Bryan Bennett — BAJA 100
3rd — Jack Habecker — BAJA 100

Trail Nov. Class
2nd — Rudy Abele — BAJA 100



the Harley-Davidson
outperformers

Cycle News North

LACKEY RETURNS, WINS NORTHERN MX

Photos by John Bethea and Bill Spencer

FREMONT, CAL., Aug. 29, 1971 — Brad Lackey, now a veteran of the European Grand Prix circuit while riding a factory machine for CZ, has returned to the United States and will be competing in motocross with his newly acquired skills.

Lackey made his first appearance at the CMC North's motocross here today and combined a third and two seconds to win overall in the Open class, despite numerous mechanical problems.

In the first Open Senior moto, Brad made his first start in America after returning a dismal one as he was last off the line and last into turn one. Meticulously, however, he began to click up the positions with astounding determination and by lap 15 of the 20-lap moto, was holding fifth.

At this point, however, he had been

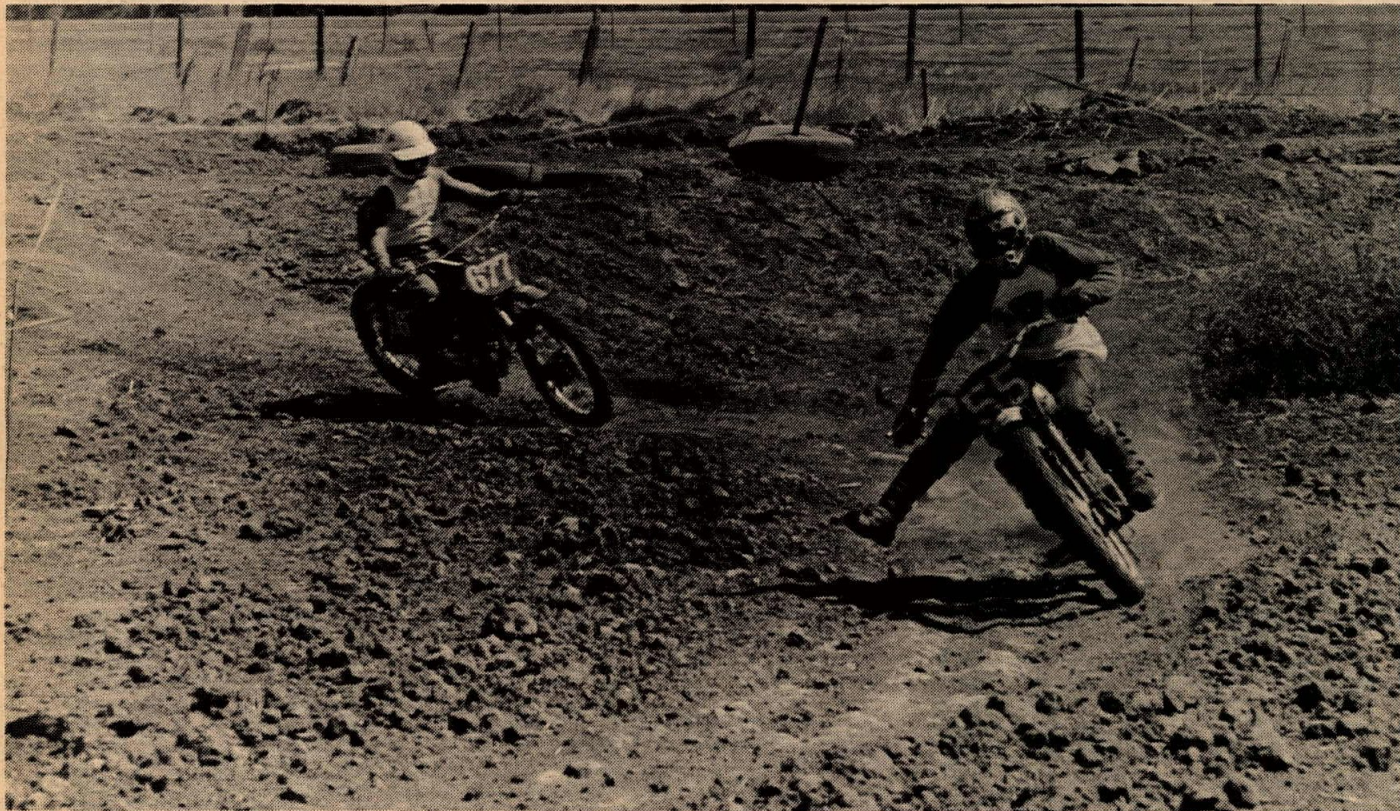
and then Gary Chaplin (Mai).

In the second, a spill in turn one piled up a mass of machinery, including Lackey's CZ and Chaplin's Maico and a halt in the proceedings was called. A short while later and a restart found Brad pumping away in sixth, but he moved to second by lap four and began to battle it out with Mark Blackwell and Hart. Hart pulled off the track while leading and had to retire with engine troubles and Mark took the lead. Brad finally found the lead on lap seven when he passed Mark on the esses and tried holding off Blackwell's determined Husky. Brad was again experiencing mechanical ills as his expansion chamber had been removed several laps earlier and his loss of horses was apparent. But, he grimly held the lead until Blackwell finally scooted ahead again on lap 17 to eventually win.

With Hart now out of the picture,



Bob Grossi, his arm still in a cast, chats with 250 Senior winner of all three motos, Tim Hart.



Bill Grossi leads eventual 125 Senior winner, Ken Zahrt. Bill experienced many problems during the day and finished fifth overall.

running several laps with a broken rear shock and now another problem began setting in as his rear brake rod slipped off. But Lackey never shut off and worked his way to third when the checkered appeared for Tim Hart (Mai)



This is what Tom Rapp saw most of the time during the second and third legs of the 250 Sr. class — the back of Tim Hart.

Lackey led in points with Blackwell tied for second with Hart. The third moto would be the showdown and a perfect finale.

Blackwell and Brad broke to the point and began stretching it away from the pack, dicing for the lead all the while. On lap five, Lackey succumbed to more problems as he spun out and loaded his engine. Working ferociously to restart the engine, Lackey watched Blackwell churn up more and more ground ahead. He finally got a successful push and got going, down in seventh place, nearly half-a-lap behind. Like in the initial moto, he began charging back and had reached second by lap 13 and began closing in on Mark.

The crowd sensed Lackey's comeback as the distance between the two decreased greatly every lap but Mark just had too much of a lead to overcome and when the checkered showed, Lackey was only 10 yards behind; good enough to win overall, however, with Mark second, just 25 points behind.

Blackwell admitted he knew of Lackey's presence, but he also rode a smart race, confident he wouldn't lose. Third overall was local rider Larry Batistoni (CZ) who rode consistently throughout the day.

Hart combined three strong firsts in the 250 Sr. class to win overall. His most consistent challenge came from Tom Rapp (Bul). Rapp had a bad start in the first moto and could not work up, but rode second all the way in the next and held first for a short while in the third before finishing second and second overall.

Recently turned Expert, Ken Zahrt (Bul), got locked in a tight battle with

Don Emler (Ric) for the lead of the 125 Sr. class and it wasn't decided until the final moto when Emler crashed while dicing with Zahrt for the lead.

Emler crashed in the first moto while leading and eventually worked back to finish third. He won the second with Zahrt second. Zahrt then went on to win the third moto going away.

A poor Junior rider turnout caused a great deal of uneasiness in the pay window after the race, but the promoters said they will make things straight Monday (see story, page 1.)

Many of the Senior riders on hand today will be sticking around the North country awaiting this weekend's biggie at Cal-Expo, the \$3000 motocross in Sacramento, Calif.

(Results on page 24)

GOLD ONLY

The recent decision by District 36 officials to ban Blendzall additives in sportsman events involved only Blendzall Gold Label. All other Blendzall additives are permitted.

"B" TEAM DROPPED BY ACU

The Auto Cycle Union (ACU) of Great Britain reports that it has been flooded with entries for the 1971 ISDT at the Isle of Man and is forced to drop the American "B" team. LeRoy Winters, Dane Leimbach and Ron Webster have been notified of the action, but the AMA still encourages them to make the trip as alternates.



Brad Lackey experienced all kinds of problems but still won the Open Senior class. Here, his rear shock has busted and his rear brake rod is dragging on the ground.

Blackwell Devastates Fremont

By Bill Spencer
FREMONT, CAL., Aug. 15, 1971 — Husqvarna motocross ace Mark Blackwell tripped up to the North lands "to ride some different courses" and thoroughly devastated the best the CMC North could offer at the newly cut Bob Grossi Motocross Track at Fremont Raceway.

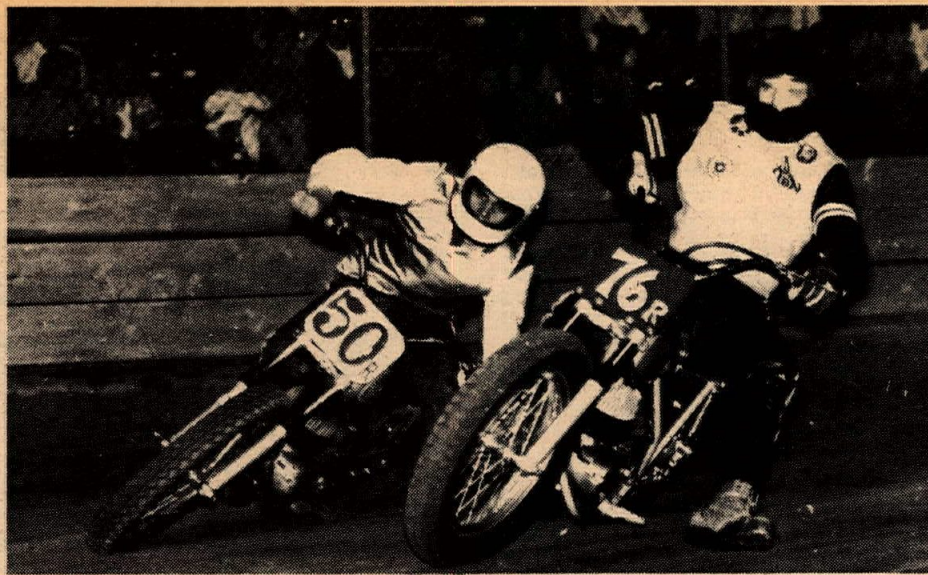
The young Mission Viejo speedster won all three motos and, except for a brief respite in the second, led the entire distance.

Steve Corcoran took three seconds in three motos to garner that spot and Dillon Cook beat out Daryl Hall for third.

Jon Miller, another Southern Californian, won the 250 Senior event, but it was a tighter race. Miller had to battle Bill DaPrato of Sacramento right down to the wire for the overall win. Both riders had four points going into the last moto and the outcome would be decided on who was to take the checkered first.

Chris Carter could do no better than eighth in the first moto which wasn't all that bad considering that he was astride a new prototype Yamaha and it was the first time that he had been on it. He led the second moto for a few laps but when Miller pressed him, he just kept up his same pace and let the CZ rider go by. In the third, the A&A ace did the same by running very consistent laps and finishing third to take the third overall. For DaPrato and Miller, they dived for most of the last moto to keep the spectators happy and Miller pulled away at the end to take the overall.

Not too surprising was the ride turned in by young Bill Grossi in the 125 Senior class. Bill rode the fastest race of the day and was a hit with the crowd. He won the second moto and with time, will be more consistent. He finished the day third behind Intermediate Jim Turner, the overall winner and Ron Hoffman, first Senior. (Results on page 24)



Dave Vefferto (50r) passes closely in 250cc action at Chico.

Cycleland Falls to Alves

By J. Noffsinger
CHICO, CAL., Aug. 21, 1971 — Those two stroke riders, who in the past have had trouble keeping their mounts beneath them had no trouble this evening and were really flying around the one-sixth oval here at Cycleland Speedway.

Ron Alves had his Ossa in top shape while running away with the feature event of the evening, the 250cc Handicap Main. Starting from his sizeable deficit he passed Dan Peterson (Duc) on the second lap and was never headed. Ron's style and ability from all that practice at Cal Expo's speedway racing is really noticeable. Peterson hung on for second place.

Joe Allen became a two time winner this evening when the Bultaco of Jim Crenshaw quit running on the last lap of the 250cc Scratch Main. Joe was right behind him at the time and simply coasted home. He had previously taken the Expert Main after a close battle with Ted Bare.

John Steen kept his 100 Honda perking the evening long and took the 100 Handicap Main in a close one. Gary Barrett, Tom Southam and Dale Sandell were all battling in there at the final flag. No slips were made and they

finished in that order.

With six races left during the course of the season, many of the season high point trophies are still in doubt.

(Results on page 28)

GENNAI GAINS, LANDBOROUGH LABORS

By Bill Spencer
HAYWARD, CAL., Aug. 14, 1971 — John Gennai gained some more all-important points in the battle for high point in District 36 by winning the 250 Expert race and having National Scrambles Champ and second-place point runner Jim Foley finishing fourth. Gennai picked up four big points in this battle and with Foley only having an edge of one from the previous evening at Fremont. John now has an edge of three points for the weekend.

In the 15-lap Main Gennai took a small lead over Mike Renslow and Nick Nazzisi. Gennai and Renslow moved away from the pack quickly and were never challenged. Nazzisi and Pat McCaul battled for the distance and Petersen held Foley to sixth for some time. On lap 10, Gennai and Renslow had a two second lead on Nazzisi and

Comp Group Grows in TT Scrambles

By James Brammer
VALLEJO, CAL., Aug. 20, 1971 — The only Amateur races running in the Bay area Friday night, the American Canyon M.C.'s TT scrambles were an all star attraction for the Expert class.

Larry Drew led that class in the opening lap of a four-lap final, chased by Jim Foley, John Gennai, and Pat McCaul. Foley took the lead from Drew before Gennai's turn. After Gennai gained the lead, he broke away for a Sunday ride carrying newly acquired "A&A" letters on his leathers. He is on the A&A team now. (A&A Motors of Redwood City is a sponsor of champions, a prestigious symbol among riders.) Following Gennai at the finish were Foley, Drew, McCaul, and Rick Hocking.

Hocking passed Foley in the so called sweeper turn on the last lap to win the 500cc Expert final.

In the 650cc Expert final, Ken Helling proved the most competitive rider of the night for Gennai. Helling led the early laps before giving up the lead to Gennai.

McCaul and they had a three second lead on Foley who finally got by Erik Petersen. By the last lap Foley had closed the gap to less than a second but a pass was out of the question.

The heavyweight action was also fast and furious as in the 15-lap 650 Main. Hughes led all but the last laps with Tiffen Mullenax holding down second until Bill Landsborough drove his BSA from a deep sixth spot to win out at the checkered. Landsborough picked off his riders meticulously and set things up well enough so as to make it look like he only had to labor when he wanted to. With Bud Smith out of the running, Jimmie Brooks getting his bike into shape and Bill Budde sitting out a nasty 30 day suspension, Landsborough is looking good for the high point man in this class.

(Results on page 24)

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Aug. 15, 1971
Trailbike Am/Ex. class
1st Mitch Mayes — BAJA 100
2nd Terry Clark — BAJA 100
5th Larry Roeseler — BAJA 100

the Harley-Davidson outperformers

Foley Gains with Fremont Wins

By Bill Spencer
FREMONT, CAL., Aug. 13, 1971 — Friday the 13th may be unlucky to some people and it has even been known to keep people from going out of doors for fear of some bad omen getting them. Jim Foley had no fear for this day and gave up a try at the high point trophy over in Lodi to ride against arch-rival John Gennai. Gennai, on the other hand, might better have looked at the date as a bad sign, as in the heat race, he crashed trying to pass Rick Hocking and failed to transfer to the Main Event.

Trumbull's Doom Written on Wall

By James Brammer
VALLEJO, CAL., Aug. 13, 1971 — Graffiti on the sign-in booth at Vallejo says "get black plate 12."

Supposedly, it is a joke against Bill Trumbull who walked away after being ran over in two separate spills last month. Trumbull frequently leads the 250cc Expert class in the TT scrambles at Vallejo, but he can't keep out of striking distance of pursuers.

Most recently, it was the officials who got Bill Trumbull. Legally, they get two or three winners a night when bolt on silencers fall off or come apart during the race. No silencers at the finish — no trophy — no points. Trumbull was leading more than halfway through the 250cc Expert final when he was black flagged. Asked after the race, why the disqualification? Trumbull said he didn't want to talk about it and then added, "You ought to see what those guys did to me in the heat. They got my chamber." He held up a battered exhaust pipe assembly that had come loose during the Expert final and pointed out fresh scarred marks.

Richmond Ramblers Add Scrambler Color

By James Brammer
VALLEJO, CAL., Aug. 15, 1971 — The Richmond Ramblers added color to their Sunday TT Scrambles at the Vallejo Speedway with minibike races during intermission, and a class for girls in the scrambles.

The minibike races drew as many youngsters as an August swimming meet for kids. The girl races carried famous names as Vestal, Wheeler, Dorrestyne indicating they were wives, daughters, or in the case of Dorrestyne, a sister-in-law, of people well known to the older generation. Cheryl Vestal finished in first place.

Rick Hocking won the 250cc Expert final moving up from third in a very close race with Bill Trumbull. Hocking pressed Trumbull most of the race and finally got around on a lap where he

THE RECORD PURSUER

GARDENA, CAL., Aug. 24, 1971 — An automotive engineering executive from Costa Mesa, Cal., has been selected by American Honda Motor Co., Inc., as rider for Honda's attempt on the World Motorcycle Land Speed Record later this year.

Jon S. McKibben, vice president of Digitek Corporation, will seek to simultaneously shatter two class barriers — 300 miles per hour and 500 kilometers per hour — in runs to be made on Utah's Bonneville Salt Flats. The current record, set last year by Harley-Davidson, is 265.492 miles per hour.

McKibben, 33, will ride the "Honda Hawk," a special motorcycle powered by twin Honda 750cc four-cylinder overhead camshaft engines, each capable of producing upwards of 140 horsepower.

A longtime motorcycle enthusiast and competitor in AFM and ACA events, McKibben is bulwarked by high-speed experience in virtually all facets of the automotive industry.

He also has done extensive research in vehicle dynamics and stability, and specializes in evaluating and refining vehicle performance. McKibben is currently supervising safety programs for the National Highway Traffic Safety Administration.

He spent five years in Detroit in automotive testing and was a key man in turbine car programs. Much of his time was spent in road testing experimental and production vehicles. He also worked on high-performance prototypes and modified vehicles and drove the factory-backed stock cars for the Golden Commandos racing team.

The short five-lap Main went easily to Foley as he got another fine start. Hocking dogged him the whole way after Mike Renslow had his little seizure number and was right on Foley's rear wheel at the checkered.

The 500 Main was also an easy runaway for the National Scrambles champ as he did his usual fast start and again led Hocking to the checkered.

In the battle for heavyweight honors, the Main was a runaway for Gennai after Landsborough got off in the infield section.

(Results on page 24)

When Trumbull left the race, Joe Heckmann from Concord moved into first and held the lead until midway through the final lap when Allen Yarrow from Santa Rosa passed and held the lead to finish first. The battle between Jim Sailtone and Larry Drew was for third place with Sailtone scoring.

Upsets of the night went to Kent Johnson on an AJS winning a combined 500cc-650cc Expert class and George Keeran winning the 650cc Novice final on a Harley-Davidson Sportster.

Following Johnson was Ken Helling on a 650cc Triumph, but the rules say in a combined class, a 650 must come in first to place so Jim Sailtone on a Maico got second and Larry Drew third on a Bultaco.

The track's Friday night point contest is over for the current series with award's night set for the first week in September. The weekly Friday night program will continue each Friday night until October 8th. Gate opens at 5 p.m. with the first heat races set for 8 p.m.

(Results on page 24)

came out of the north corner breaking traction, crossing up into a Bart Markel slide on the straightaway, corrected the slide without shutting off, and shot into the sweeper corner with enough speed to pass Trumbull shortly before the finishing lap of the 10-lap final.

After giving up the second spot in a 650cc heat race to Hocking, Ken Helling came back strong in the 650cc Expert final to win over Kent Johnson and Hocking. Johnson held off both riders to win his heat.

The Rambler's have another TT Scrambles date set at Vallejo Speedway, Sept. 12.

(Results on page 24)

WINNA JOURNEYMAN

Journeyman Trailers of Downey, Calif., has come up with a neat fun-run logically entitled an Enduro-Poker Run scheduled for Nov. 13-14. A 30-40 mile course will be established by an 11-year-old boy on a 60cc mini-enduro. His time will be recorded and sealed. The rider who can complete the course in the time nearest the recorded time will be the grand prize winner of a Journeyman "Smuggler" trailer. Any tie will be broken by drawing poker hands.

All riders will be required to go through four checks along the course where they will draw a playing card. The fifth card, completing the hand will be drawn upon the completion of the course. The highest poker hands will be the winners of one of the numerous other prizes.

Mail entry is \$3 per person, post is \$4. Send them to Journeyman Trailers, 12400 Benedict Ave., Downey, Calif., 90242 and specify number of applications. It'll be limed from Jaw Bone Canyon with a large sign at the entrance to the event at Red Rock Canyon on Hwy 14, 30 miles east of Mojave, Calif.

RIDE FOR BURGERS

Stockton M.C. and a host of neighboring clubs are sponsoring a Benefit Scrambles Sunday, September 26, at San Joaquin County Fairgrounds in Stockton, Calif.

The meeting, the proceeds of which will go to the San Joaquin Association for Retarded Children, will see one lucky soul winning a brand new Yamaha Mini-Enduro as grand prize.

Other prizes include a Zenith 12-inch television, two halves of beef, a chopper-type bicycle, one lamb, and a hamburger-fries-and-shake each week for a year, from McDonalds. Yum.

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Foley Captures Lodi Hi-Point

By Ann Carr

LODI, CAL., Aug. 13, 1971 — District No. 1 Jim Foley captured overall high point tonight via his 31 points in the 500 class even though he raced at another track. A small turnout of Experts in the 250 class prevented local Expert Gary Lozano from gaining enough points to surpass Jim; however, Lozano did grab first in the 250 class as he and Foley were tied going into tonight's competition. Gary screamed out front on his Bul on the first lap and was never headed. His 29 points were a close second in the overall finish.

In the 650 Expert Main Jim Brooks chased Al Ludwigsen for six laps and came close several times to powering his BSA into first spot, but he could never quite slip around Al's Beeza. Brooks finished second in the 650 high point race behind Bud Smith, who also did not race in tonight's season finale.

Novices dominated the lightweight divisions for high point production. Local Kawasaki riders Danny Burton and Gerry Carr finished 1-2 in the 100 class. Danny won the Main tonight going away and eliminated all others from top spot with 20 points. Gerry, not racing because of an injury, managed second spot when his closest competitor fell on the last turn of the Main from his second place trophy position.

In the 125 class, recently turned Expert Mark Asbill ran away from all others with 26 points. When this youngster settles on a class for Expert

competition — watch out! He looks like a real comer.

Again local boys dominated the 200 class as Paul Reid and Joe Klein vied for top spot all season. Joe grabbed a tie for first tonight by virtue of an excellent first place finish in the Main.

FINAL STANDINGS Lodi Cycle Bowl, 1971

100 CLASS	
Danny Burton	20
Gerry Carr	14
125 CLASS	
Mark Asbill	26
Mel Emerson	11
Ed Akland	11
175 CLASS	
Robert Wright	19
Tom Hubbard	15
200 CLASS	
Paul Reid	15
Joe Klein	15
Joe Johnson	8
250 CLASS	
Gary Lozano	29
Jim Foley	25
350 CLASS	
undecided	
500 CLASS	
Jim Foley	31
David Scott	27
650 CLASS	
Bud Smith	27
Jim Brooks	20
OVERALL	
James Foley	31

Racing at Lodi this season has produced fewer riders than in previous years but certainly no less excitement. Awards to those riders who finished first and second in the high point competition as well as the overall high point trophy for Foley will be presented prior to the regular racing events on Sunday, Aug. 29. Practice will begin at 9 a.m. with racing about noon.

(Results on page 28)

International Report...

As if Suzuki wasn't satisfied winning the 250 World Motocross Championship through Joel Robert, Roger DeCoster won the 500 World Motocross Championship at the Dutch Grand Prix August 22. DeCoster won the event after point leader Ake Jonsson blew a spark plug out of his Maico in the first moto. Ake won the second but placed sixth overall. It was Suzuki's first attempt at the 500 title...At the same moment DeCoster sewed up his crown, teammate and fellow Belgian won the 43rd Grand Prix of his career and the seventh of the season in Britain. Since the best seven of the 12 rounds are used in scoring the overall season points, this gives the 27-year-old five-times world champion a perfect season. Atta boy, Joel....

ONTARIO'S PRIZE GROWS TO \$95,000

To date more than \$42,000 worth of contingencies have been posted with the AMA to be awarded at its final 1971 championship event to be held at Ontario, California on October 17. In addition to the \$53,100 purse put up by Champion Spark Plugs, posted contingencies bring the total value of the event to \$95,825, by far the largest purse ever paid in professional motorcycling.

And as if its race sponsorship were not enough, Champion has come in as one of the major contingency programs as well. The first five finishers in all road racing events will earn cash awards provided they use Champion spark plugs and display a decal. To make it easy to win their money, Champion will be on hand with free plugs and technical assistance.

Top prize for Champion users is \$1,000, paid to the winner of the 250 mile national championship event. However, a total of \$4,300 will be offered by the company.

Largest single contingency will be \$20,000 offered by Kawasaki for a brand win in the championship.

In addition, Cycle News, Blendzall, Bates Leathers, Beck/Arnley, KK Supply, Bell Helmets, Buco Products, and Goodyear will be offering cash awards.

Provided he has all the right product combinations, a championship event winner could conceivably earn \$23,250 in contingencies alone.

Ontario will be the scene for the final points paying event of the 1971 American Motorcycle Association championship season.

SOME DUNES NOTES —

The "Old Timers" Club, which is composed of more than sixty sliding lovers of competition warfare, continue to race in their own division every Sunday at Indian Dunes. If you're 40 or older, and would like to join the group in getting your kicks on the big International motocross track, why not form a party and come on out...

California Helmets of Van Nuys continues to award one of their full-coverage, Four-Star skid-bonnets to the outstanding Junior rider each and every Sunday at the Dunes. Recent winners of a beautiful, hand-crafted California helmet, have been: Joe Granatelli from Northridge; Greg Robertson from Woodland Hills; and Kenny Cook from Eagle Rock...

WRONG ADDRESS

The address given in last week's issue for the SCOTT HOFFEE FUND, was incorrect. Mail contributions to Custom Trophy, 1825 Artesia Blvd., Gardena, Calif., 90247. Those of you who sent contributions to the other address need not worry since the letters will be forwarded to the right parties. Report late last week is that Scott has been released from the hospital and will now be recuperating at home. Currently he is suffering from partial amnesia due to the blow on the head, but this should clear up soon.

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Approaching Championship Creates Tough Scrambles

By N. A. Williams

CLACKAMAS, ORE., Aug. 14, 1971 — With the track championship coming up in a few weeks, the 120 racers showed some fast and furious laps for the top points.

A couple of riders had double wins but there were a few surprises, too.

Rupert Dykstra (Kaw) went down in the 100cc Trophy Dash and he placed third in the A Main. Rupert usually wins these events.

The 100cc Trophy Dash was won by Ricky Graves (Kaw), but he only placed fourth in the A Main. Rick also won the 250cc Trophy Dash, on a Bultaco this time, but again he only placed fourth in the A Main.

Ron Denny (Bul) took both the Trophy Dash and first in the A Main in the 250cc class.

Don Dodge (Kaw) took the win in the 500cc Trophy Dash and first in the A Main, while Jay Lacey (Tri) took second in both events.



Tim Hart flies off an Ascot jump in the regular CMC Thursday night motocross. Hart had a fine night of racing.

CMC Officials Rule Cram Disqualified

By Eric Raits

Photos by Dick Wright

GARDENA, CAL., Aug. 26, 1971 — Expert Mike Cram was disqualified tonight by CMC officials after protests were lodged against him in both classes he was entered at Ascot Park.

Complaints were brought against Cram by Dave Pessey in the 250 class and Richard Baxter in the 500's. Cram was charged with unsportsmanlike conduct in both cases, allegedly kicking Pessey and forcing Baxter off the course. CMC officials listened to witnesses and acted to nullify Cram's riding efforts for the night.

When the roller derby was over, Tim Hart had a pair of wins. Hart led a Maico sweep in the 500 class, beating Baxter and Brian Lendl. Pessey was second in the 250 class ahead of Bruce Baron.

Jeff Wright easily won the 125 Expert class but had a bad night in the 250's. Wright got his usual great starts to remain virtually untouchable in the small bike division but was never a threat against Hart, Pessey et. al. in the 250's.

Bob Brown, Tom Gutierrez and Steve Gerber each had a win in the tough 125 Intermediate class but Brown's steady seconds in the last two motos earned him an overall win. Gutierrez and Gerber finished two-three.

Mike Horstmann survived a new Intermediate's antics to win the 250 Intermediate class, breaking Mark Skolil's string of victories.

Jesse Dykes stuck a Greeves in the results column with a win over 500 Intermediates Bob Madden and Dennis Causey.

Paul Mahnke overcame some first-turn hesitation to whip the 500 Juniors. Mahnke grabbed the lead off the starting line only to lose it to Ted Tenningkeit in the right hand sweeper. Mahnke got under Tenningkeit in the next turn and moved out to an armchair lead where he was never threatened. Tenningkeit dropped to third when William Smalley got by him on the last lap.

William Inman won both his heats and then took the final in the 250 Junior class. Chris Forbes ran second momentarily but dropped a position when Bill Rubly took over in the futile chase to catch Inman.

Dan Kelly won the Honda versus two-stroke 100 Junior class over Angel Posca and Bob Stem.

Michael Kranz took the 125 Junior final to whip Greg Blazek and Tom Spichtig.

Sunday's CMC motocross at El Toro has been cancelled and will be run at Saddleback Park on Sept. 5.

(Results on page 24)

Three Pull CMC Sweep

Photos by Al Duke

ENSENADA, MEXICO, Aug. 29, 1971 — With thirteen classes running, only three CMC riders pulled off sweeps of all three of their motos.

Mike Cram led the American Motocross Maico parade with Warren Burrell and Dave Smith taking second and third; Marty Tripes (CZ) was the only rider to get close to Cram. Marty closed in the first moto only to seize in the sand. Picking the faster line around had young Tripes charging again in the second, only to experience trouble, putting him out for the day.

The 250 Junior Division I found Chuck Smith (Oss) winning all three motos and 500 Junior Division II with Mike English (Hus), coming in on top in all three to finish as the last of only three riders to sweep their class.

The course had a lot to do with the scattering of winners. Using a small section of beach front, the CMC in cooperation with the Ensenada Baja Racing Association, laid out a short, tight, very tricky course. The dust was thick in the start area at times. Water was applied, but the truck driver spoke no English and four or five of the local club's representatives were all giving him directions on where to put the clean stuff.

The sand sections were tricky and allowed for easy revving, with seized pistons common-place. Half the 250

Expert field was out before the first moto was run. Most riders enjoyed the change of pace over the longer, faster courses they ride in the U.S. Actually, the CMC could charge \$5 and just hold two riders' parades through the street of town and 90% of the riders would be happy.

The one parade Saturday had half the dads, sons, daughters, and anyone else with two wheel riding in it. The lead truck wasn't gettin' it on enough, so about 100 riders took off on their own and were seen pulling power wheelies and lining up full street width at red lights. One guy was even riding on the only sidewalk in town — maybe he figured he was safer than out in the street with his crazy buddies.

The antics after dark turned to fireworks with bombs bursting in air, or at least in theory. Dave Rodgers, down for a little spectating, held one too long, leaving his hand a little bad off. Bench racing around the fire and locking, guarding, etc. your prized possessions filled the rest of the night. The locals walked off with anything looking valuable, even things you were sleeping in, on or around.

Even with all the misfortunes, everyone had fun — got a real workout, and some came back with trophies handed out after the races.

(Results on page 24)

THE SUPERBOWL OF

Every sport has its Superbowl, World Series or Stanley Cup. Now motorcycle racing has the Champion Spark Plug Motorcycle Classics, October 13 through 17 at Ontario Motor Speedway. This is, by any measure, the biggest event in the history of motorcycle racing. Don't miss it.

THE CHAMPION SPARK PLUG CLASSIC

The longest, richest, most important Expert-class road race in the history of modern motorcycle racing. BSA versus Harley versus Honda versus Kawasaki versus Suzuki versus Triumph versus Yamaha. A full 250-mile event featuring over 100 of the top professional riders going full-out after \$40,000 (the richest purse in motorcycle racing). And there's more than money in the balance. The Classic carries more national championship points than any other race (the 1971 national championship will probably be decided in this single race). Be there, Sunday, October 17. The Champion Spark Plug Classic. There's never been anything like it.

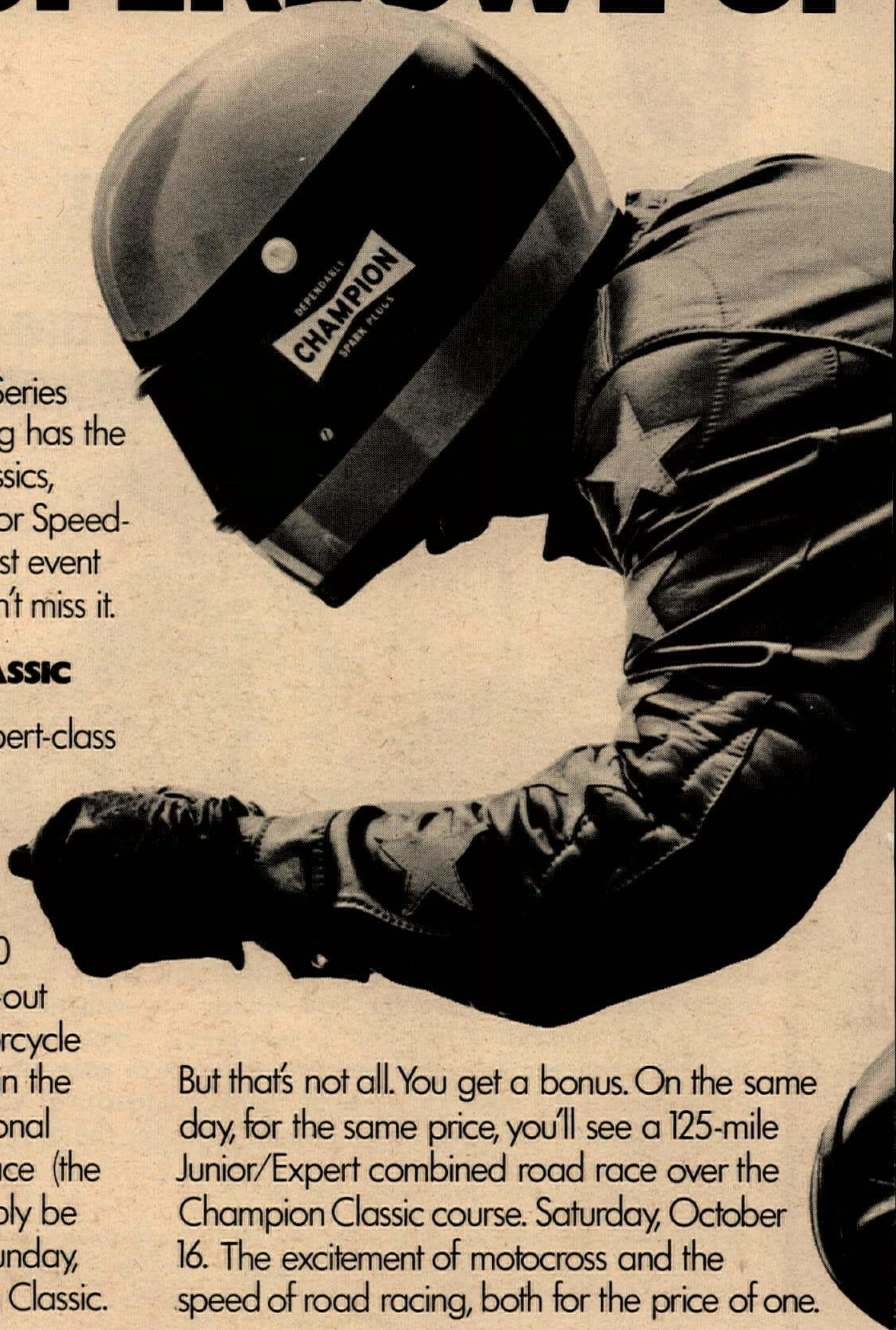
THE CHAMPION NATIONAL MOTOCROSS

We've custom-built the toughest Motocross course you've ever seen right inside the big 2½ mile oval at Ontario Motor Speedway. It's designed to give the kind of punishment only the top riders and best bikes in the world can live with. And it's designed for the spectator. This is a motocross you can really see.

But that's not all. You get a bonus. On the same day, for the same price, you'll see a 125-mile Junior/Expert combined road race over the Champion Classic course. Saturday, October 16. The excitement of motocross and the speed of road racing, both for the price of one.

COME ALL FIVE DAYS

If bike racing's your thing, maybe you should spend your vacation at the Champion Classics. Besides the big weekend races, you'll be able to take-in three days (October 13, 14 and 15) full of practice, qualifying, and flat-out Novice and Junior races. Plus one of the biggest motorcycle shows in history. Right on the grounds. Dozens of manufacturers' exhibits



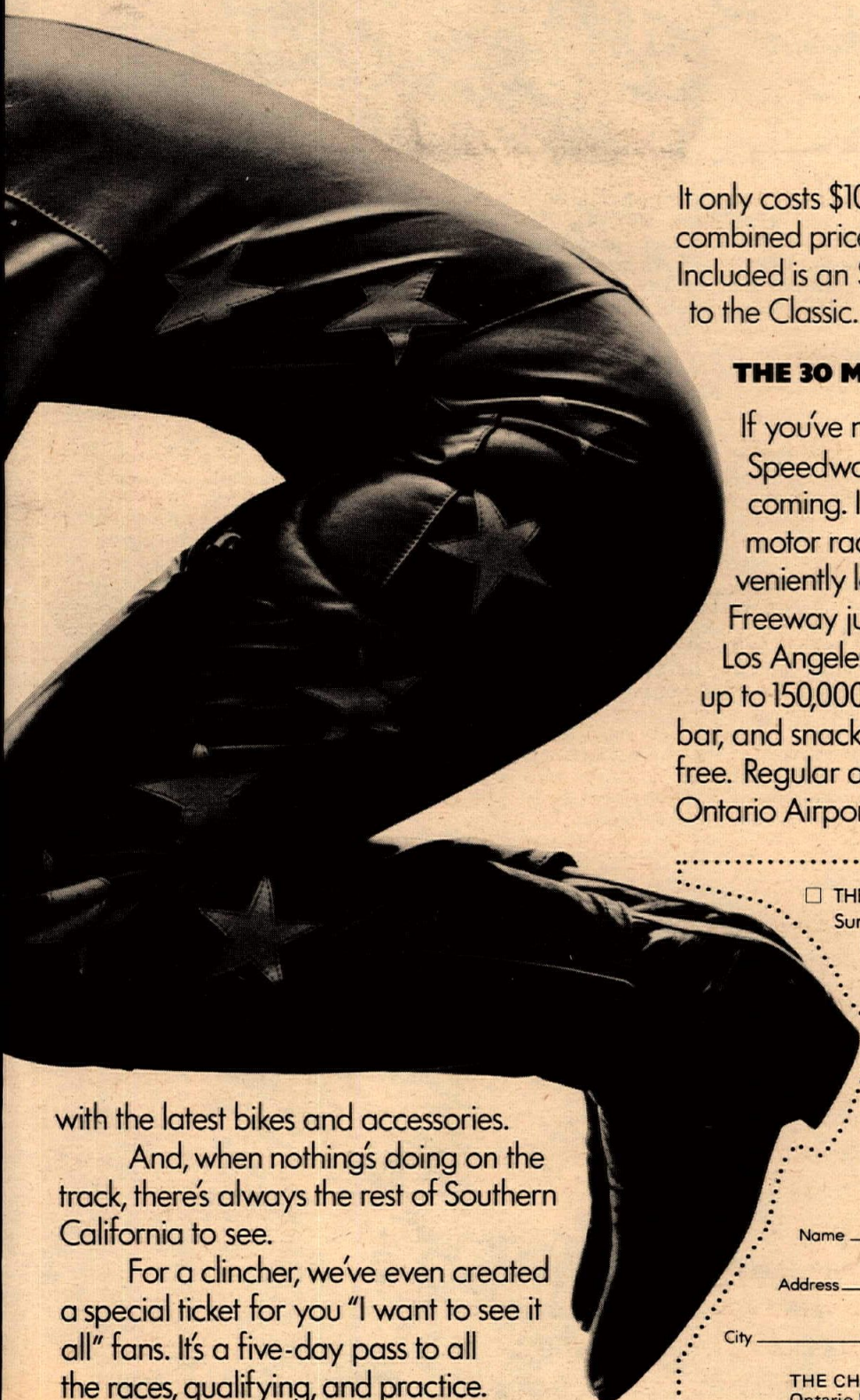


ck indeed which has a rider winding up in the ocean if he misses a turn.



With the surf and the sand as a perfect setting, the CMC had a relaxing motocross in Mexico.

MOTORCYCLE RACING



It only costs \$10 (which is a \$6 savings over the combined price of the individual tickets). Included is an \$8 seat (the best in the house) to the Classic.

THE 30 MILLION DOLLAR SPEEDWAY

If you've never seen Ontario Motor Speedway, you've got quite a surprise coming. It's the newest, most comfortable motor racing plant in the world. Conveniently located on the San Bernardino Freeway just 45 minutes from downtown Los Angeles. Comfortable seating for up to 150,000 spectators. Ample restaurant, bar, and snack service for all. Parking is free. Regular air service available at nearby Ontario Airport.

- ☐ THE CHAMPION SPARK PLUG CLASSIC.
Sunday, Oct. 17. Central Concourse \$8.00.
East/West Concourse \$6.00.
General Admission \$4.00.
- ☐ MOTOCROSS & COMBINED RACE.
Saturday, Oct. 16. All seats \$4.00.
- ☐ 5-DAY PASSES. Oct. 13 thru 17. \$10.00.
(Includes \$8.00 seat for Classic plus
general admission on all other days.)
- ☐ JUNIOR TICKETS. All above tickets are
available at half-price to anyone under
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And, when nothing's doing on the track, there's always the rest of Southern California to see.

For a clincher, we've even created a special ticket for you "I want to see it all" fans. It's a five-day pass to all the races, qualifying, and practice.

MALCOLM SMITH ALIVE AND WELL

ORANGE COUNTY, CAL., Aug. 29, 1971 — There has been considerable confusion over the weekend as a result of a story which appeared in Monday morning's edition of the Orange County Los Angeles Times. The story was a report of a dune buggy accident in which a Malcolm Rae Smith was killed. Some people feared that this might be Malcolm Smith, cross country racing star and proprietor of K&N Motorcycles. Malcolm is very much alive.

RILEY JOINS 200 MPH CLUB

WENDOVER, UTAH, Aug. 29, 1971 — Warner Riley, who built the Harley-Davidson engines for the record 265 mph run last year, joined the select group of men to surpass the 200 mph barrier this week at Bonneville Salt Flats near here with a run of 200.298.

More than 70 records fell during the week of land speed record attempts. A full report with photos will appear in next week's Cycle News.

Williams, Woods Split Victories

By Photographics

BAKERSFIELD, CAL., Aug. 18, 1971 — The big story of the night was the fact the National Champion Rick Woods didn't win both Main Events. In fact, for the first time in several weeks, Woods wasn't even in the Handicap final. While working his way through the pack in his semi, Woods hit the deck. It was almost a first for the Bakersfield fans to see Woods crash, as he has been running away with the Class A shows every week.

Williams just made the final transfer spot out of his heat, but then went on for a win in both his semi and the Handicap Main Event. The finish went right to the wire, as Steve Bast and Joe Fitzpatrick shadowed Williams across the finish line.

Gus Lauer made his first Bakersfield appearance in a "warm-up" ride for the up-coming California State Championship, to be held in Bakersfield on Sept. 11th. Lauer ran right with the track regulars, and ran off with the Feature Match race win over Greg Haserot. The most consistent rider of the event was the defending State Titlist Steve Bast, who ran second in both Main Events.

GP PURSE INCREASE

The purse for the Sept. 19 Grand Prix Motocross at Carlsbad has risen to \$15,000 reports promoters Cox, Trips and Associates. This makes it the largest paying purse in U.S. history. The event will be the first of the series of Trans-AMA motocross events taking place across America.

HALF-MILES GALORE IN MIDWEST

By Peggy Dovel

Photos by Ken Kusterman

NORTON, KAN., Aug. 18, 1971 — A big black cloud hung over the heads of the two favored to win Experts, formerly from the midwest, today.

Darrel Dovel and Larry Palmgren were both sidelined with engine failure while leading their prospective races for the checkered flag. Dovel was leading the second Expert heat by a fair margin when his engine blew on the last lap coming for the flag, leaving Palmgren the win.

Palmgren led the final event from the start through the eighth lap when his engine also failed. Seems these riders need a change of luck.

David Lawson set the fast qualifying time for the Expert division but still failed to beat the track record held by Dick Mann of 25.43. Lawson turned the oval in the time of 26.14 as did Freddy Beale. Since Lawson timed first, he was given the fast time and pole position in the first heat. Bad luck was also with Lawson as his machine failed on the second lap of the Expert final.

Enough about bad luck. Pat Marinacci was well deserving of the win after a bad start left him in fourth position on the first lap. He quickly recovered and by the second lap was breathing down Palmgren's neck until Palmgren's bike gave up. Pat brought his Triumph brand across the line for the checkers ahead of Charles Seale.

Delbert Armour had better luck with his machine as he led his Yamaha from start to finish in the Novice final, leading in Gary Kaplin (Oss).

This was an extremely fast track tonight and hard for the Novice machines with the small bore to stay together for so many laps, wide open.

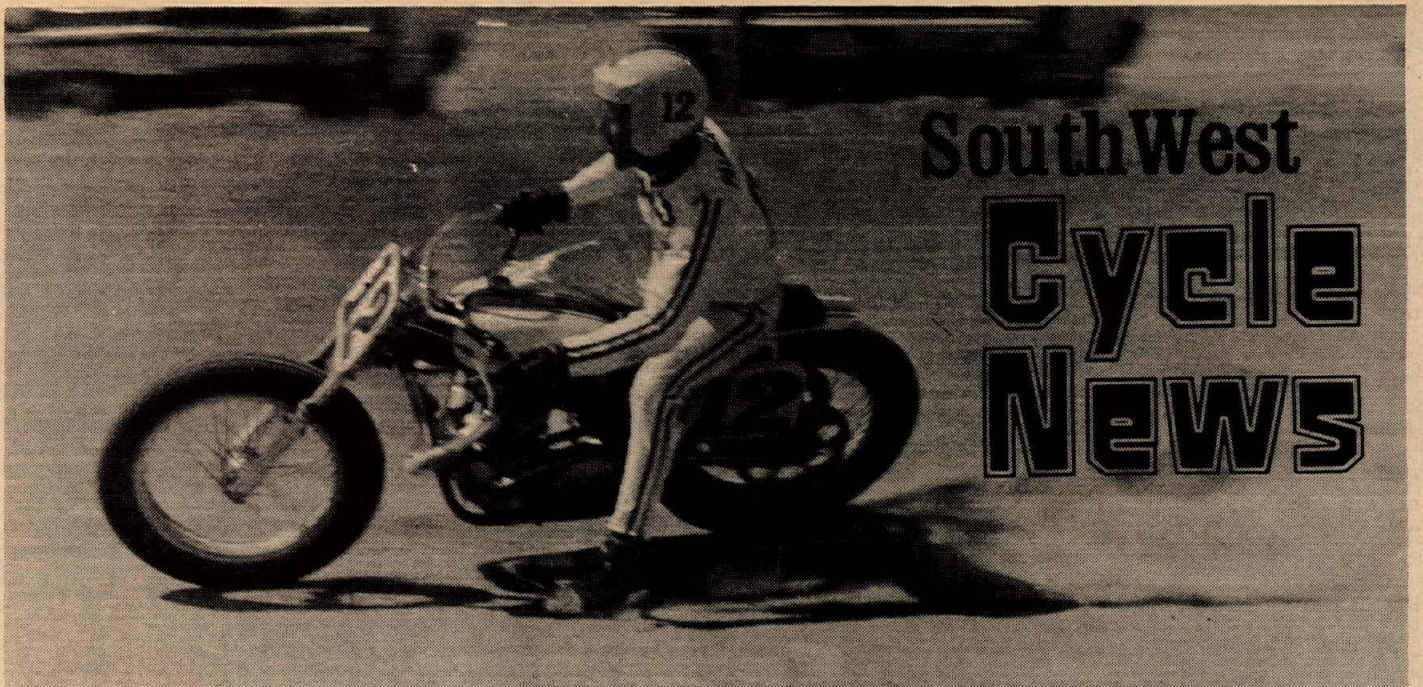
The Junior Main Event was quite different as far as position changes and racing went. Gary Bailey and Alan Smith battled their way throughout the entire eight laps, Bailey leading the first three, Smith leading the remaining five. Mike Collins caught Bailey's Yamaha on the sixth lap but dropped back to third the next. Really a battle for these Junior riders.

All of the 105 riders present were happy to run under a good referee with their safety and welfare in mind after the Sturgis, S. Dakota fiasco. Races were run off in good time and every one of the spectators were pleased to be finished early to attend the Norton County Fair.

Referee Dick Gardner watched the sky and noticed a flash or two of lightning near by. He called out the Experts immediately for their final and the Juniors next. Not shorting the Novice riders in their ability to please the crowd, but gained a round of applause from the spectators when the Experts pulled to the line. Good timing though as the rain fell minutes after the checkered flag fell on the Novice final.

STOCKTON, KS., Aug. 19-20, 1971 — The Rooks County Free Fair sponsored its rally and half-mile races at Stockton, Kansas for a full house crowd.

Novice Arthur Lawson (Yam) led the pack for nine of the 10-lap final when Delbert Armour flashed his Yamaha



Larry Palmgren led in the early laps at Norton, Kan., but troubles forced him out before the checkered appeared.

around him just before the checkers for the win. There was a real battle for third place when three riders crossed the line together for a decision win. Marcus Johnson placed in third, Phil Darcy, Beaumont, Texas fourth and Larry Kennedy, Wichita, Kansas fifth.

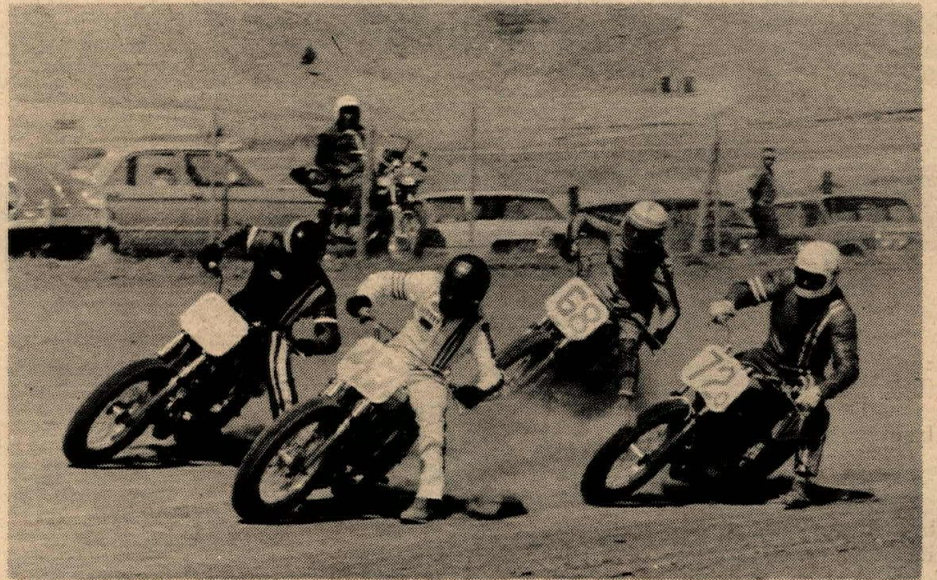
The Junior final was bad news for Little John Farquharson of Oklahoma City, after setting fast time for the Juniors. Due to a fourth place finish in the Junior heat, Little John had a second row starting position for the final. He got off to a bad start and never could work his way up to the front of the pack. Gary Bailey of Clovis, New Mexico, won his heat race and the main event by a good margin over Robert Ely's BSA, leading the 10-lap final from start to finish. Ely barely edged out Mike Collins for the second place when Collins slipped off the groove on the white flag lap to come in the third position. David Isley worked his BSA up through the pack after a bad start to finish a good fourth.

The Expert final was an upset as no one could image who the winner would be. Good thing there were no bets being wagered as Jimmy Jones, of Washington was the fast time trailer with a 27.23. Larry Palmgren and Larry Mace were heat winners.

No one would suspect that Billy Dusenberry would lead over half the laps of the 10-lap Main and Charles Seale would end up as the winner. Just the same, Dusenberry led from the drop of the flag to the seventh lap when Seale took over the lead for the win. Sonny Burres came in third with Palmgren fourth. Paul Pressgrove was fifth with Larry Mace and David Lawson trailing in after bad starts held them in the rear.

The day's racing was over at four o'clock so everyone attended the free chicken fry at the Stockton Park. This was the biggest crowd of the week as everyone gathered around in the grass for the giant feed.

The next day Robert E. Lee, Short Track National winner, decided it was time for him to have his day and broke the track record set by Al Gunter in



The Junior Final at Norton, Kan.

1961 with a time of 26.91. Gunter's record was 27:07. Lee also was the winner of the first Expert heat after beating out Billy Dusenberry and Sonny Burres. Larry Palmgren won the second heat over Darrel Dovel, both riding Larry's Triumphs ahead of Pat Marinacci.

Again, the betting was going on as to the winner of the final. Another upset as Billy Dusenberry, Larry Palmgren and Robert E. Lee were sent to the penalty line at the start of the final for jumping the flagman. Charles Seale jumped into the lead, just ahead of Sonny Burres and Paul Pressgrove. In the third lap, Pressgrove slipped off the groove and Dusenberry eased into the third position. Not for long, as Lee had caught up and worked his way to pass Dusenberry for third. This was the battle of the week as the Experts passed back and forth for the third and fourth positions. Larry Palmgren stayed in the back of the pack until near the end when he zig zagged between Dovel, Dusenberry and Lee on the last lap for a fourth place finish. The fans were wild as Burres crossed in first place, Seale second and then Lee and Palmgren. This

race gets my vote for the race of the month...

Novice Delbert Armour decided it was not going to be a last minute win for him as yesterday's race as he led from start to finish. The Novice race was cut to seven laps when a crash involving three riders put the ambulance on the track. Thomas Martin went down on the first turn. Gary Kaplin ran over him and Dick Laird ran off the high side of the track to avoid the fallen riders. Gary Kaplin was taken to the hospital where his condition was unknown at the end of the race.

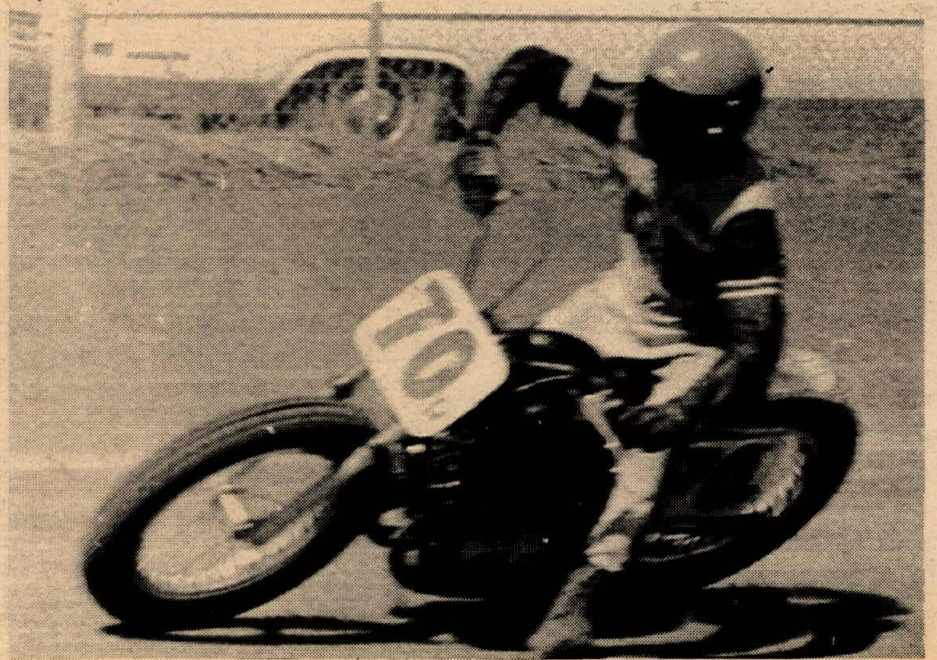
The Junior final was one whale of a race also as Robert Ely led from start to the last lap and Mike Collins passed him at the line, giving him the peace sign as he zapped by for the win. Ely sure looked surprised as he rolled across the line for second place.

The motorcycle industry gained a new fan as Faron Young, country and western signer, showed up at our party after the Faron Young show at the fair. Young said to us as he started to leave, well after midnight, "You people sure have fun."

(Results on page 24)



Paul Pressgrove pushes hard.



Steve Nichols picked up where he left off at Sturgis, S. Dak.

Utah Planning ORV Closures

By Terry Newfarmer
SALT LAKE CITY, UTAH, Aug. 17, 1971 — After some pressure from the local press, officials of the Wasatch National Forest have announced their plans to close to off-road vehicles all of the forest lands overlooking Salt Lake City and Bountiful, except for paved roads, two jeep trails and three bike trails.

The order will not become law until signed by Regional Forester Vern Harne, 324 25th St., Ogden, Utah, which Wasatch foresters expect will be done before mid-September.

Several public hearings were held, but the merits of the specific proposal were not discussed, as the details of the plan were released for the first time Aug. 16, at a press conference.

Wasatch Assistant Supervisor J. Lamar Beasley said "We did not mean that a second public hearing would be held before the order was signed; we meant to say the hearing would be held to explain it before it was implemented."

Forest Supervisor Chandler St. John said enforcement will not begin until after the order is signed, and signs have been posted on all roads and trails closed to vehicles.

"This is a flexible order," he said. "Open and closed trail designations can be changed according to management needs, or as other trails may be constructed or reconstructed to accommodate vehicle use and to allow for a rotation system of use."

The order calls for the closure of the entire area of national forest lying just east of Salt Lake City, from the north end of Davis County to the Utah County line, except these trails:

—The Mueller Park trail southeast from Bountiful.

—The Dog Lake Trail from Millcreek Canyon to The Spruces in Big Cottonwood Canyon, with a short side branch just west of Dog Lake, but not including the run to Desolation Lake.

—A jeep trail up to a mine in Mineral Fork of Big Cottonwood Canyon.

—And a 1½-mile jeep trail south along the ridge from the paved road at the crest of East Canyon.

Except for paved roads, the balance of the forest will be closed, but the order does not apply to snowmobiles, except in a specially set-aside area surrounding Lone Peak, between Little Cottonwood and American Fork Canyons, which will even exclude helicopters.

Experts Shine in Two-Day Motocross Battle

By Larry Knop
Photo by Gary Payne
SALT LAKE CITY, UTAH, Aug. 15, 1971 — The best motocross Utah has ever seen, and also the biggest...that was the Continental Motocross Association's Saturday-Sunday Rider Appreciation Motocross.

Saturday was Novice day, while today was for the Experts, minibikers, and Powder Puffers, with a News Media race thrown in for good measure. The contrast was unbelievable. What Saturday's Novices lacked in skill they more than made up for in inexperience. Thrash'em, bash'em, crash'em. It was an exciting day of racing, with all the subtlety of an endo. There were up to six bikes and riders playing spaghetti at the same time. No serious injuries all day though, thank the Great Motocrosser in the sky.

Sunday, the Experts. It was also the best day of racing this reporter has ever seen, Inter-Ams not excepted. All five Expert classes were hotly contested all the way down. The fight for eighth was an intense as for first. No more than three of the 15 Expert motos ended with the leader 50 feet in front, and the average lead was more like a bike length.

In the 100 Expert class the only time Gene Christensen finished first was at trophy presentation. Gene parlayed three seconds into first overall. LaMar Walker took the first two motos, but a DNF put him in second. Peter Crandall took all three motos of the 125 Expert class, but he had to work. The first moto was especially tight — Pete didn't get the lead until the last quarter of the last lap. In the 200 Expert class Dave



On the line for the start is Ken Watkins (29), Mark Carbonie (34), David Watkins (82), Tommy Hall (6), Duncan Paul (71), Mike McAdams (10) and Kenneth Smith (4).

Odem New Aqua Festival Champion

By John Blanton
AUSTIN, TEX., Aug. 15, 1971 — The fourth running of the annual Austin Aqua Festival Motorcycle Road Races has proven to be the best one to date with more than 80 entries taking to the city street course and a host of spectators, both local and from out of state, turning out to lounge on the lawns and watch Mike Odem of Garland, Texas, charge to a hard-fought victory over Joe Delgado's Honda in the Open class feature race. This event had been dominated by the late Rusty Bradley for the first three years running. Mike won it on his first-ever visit to the course.

The opening lap of the Open Final almost turned into a shoving match at the Boulding Ave. hairpin when Mike, Joe Bennie Campbell on a 350 Yamaha, and Larry Beall on a Harley mixed it heavily, all trying to get through at the same time. Benny got bunted around a couple of times by the bigger bikes before things got straightened out, but nobody fell.

Campbell, who had easily won the 500cc event, was pushing to take the Open, too. However, after pressing the leaders for a few laps, he had to retire when his TR2 ingested a carburetor gasket. Beall had won the heat race, but in the final his brakes went out, and he had to retire, leaving the field open to Odem on the Storm's Norton and

Delgado on the Honda.

For the remainder of the race, Delgado saw his good lead over the Norton slowly eaten away until, finally, he settled back to clinch second place over Ronald Byrd's Norton.

In the 500cc feature, Ralph Threlkeld was second on his stock Kawasaki behind Campbell. Jack O'Leary had run a close third on a borrowed R5 Yamaha, but he once or twice brushed up against the curb by the Auditorium, and, after rattling viciously alongside the auditorium wall, the twin quit running on the near cylinder. Jerry Brust and Tommy Hall, on perfectly matched team Ducatis, put on a crowd-pleasing show, weaving through the turns in close formation and scratching all the way to take fourth and fifth behind Mike McAdams on a Suzuki.

In the absence of any other big 250cc artillery, Jet Tharp on a TD2 Yamaha was the undisputed winner in that class over Larry Beall's high-bar Honda. Once again Brust and Hall, on yet another brace of matched Ducatis, finished together, only third and fourth this time, with Hall in front.

The Ducati racing team from Arkansas brought no less than seven immaculate team bikes this year, a 175 Ducati, three 250 Ducatis, a 350 Ducati, a 500 Ducati, and a 500 Norton, all decked out in team colors and ably ridden by Hall, Brust and fellow team

member Jim Cox. Early in the 250cc bash, Jim brought his number eight bike up against the curb on Bouldin Ave., but otherwise the team members finished well up in their events.

One team that did not come was the Carabela group from Mexico City. They attempted to persuade the factory to extend their stay in Texas for another week after running the previous Sunday at Green Valley, but one of their bikes had suffered a broken piston, and, since their only mechanic had gone back to California, the team manager ordered rider Jaime Glenn to show up at Torreon for the six-hour event there on the same day.

The races, themselves were run very smoothly by the Kapital Katz M.C. Races went off smartly in military drill order. An alert crew of flagmen was stationed at each blind spot, and they were Johnny-on-the-spot with the flags when there was trouble. I was out for practice in the morning on my Honda, and for a time I was constantly coming upon one of this hard-working crew, flag out and waving vigorously for some fallen rider. Finally they even brought out the flags for me.

(Results on page 24)

Texans Given Hi-Speed MX

By Richard Dunn

SAN ANTONIO, TEX., Aug. 15, 1971 — Despite widespread rumors of a rain-out and conflicting races in Chappel Hill, Cloverfield, and Austin, a fair number of riders and spectators were treated to a track surface whose coefficient of friction approached that of rubber cement. Traction was excellent all day, and the high speeds were a direct result of the heavy rains of the preceding week.

Steve Stackable (Yam), accustomed to first place money with the 125 Experts, belied his professionalism when he forgot to turn on his gas at the start of the first moto. Bungle notwithstanding, he charged to fourth that heat, and finished second overall.

Most exciting of the day's dices was the Open Jr. event wherein Jim Blackwell (AJS), Mike Offenhausser (Suz), and Jimmy Doran (Yam) made maximum use of the sticky track to finish in that order.

The Open Expert race saw a very consistent Dave Dismukes continue his love affair with his new Husky as he rode unopposed to first, leading Jeff Clark (Hus) and Floyd Dunn (Mai).

Prior to the races, severe rumbles of discontent were heard when the track officials announced that there would be only two five lap heats. The motocrossers, who hadn't driven all that way to not even work up a sweat, were so upset that a compromise of three four lap heats was agreed upon.

Thus did the day pass; not too many riders, but superb track conditions which showed a good many riders just how fast one can go.

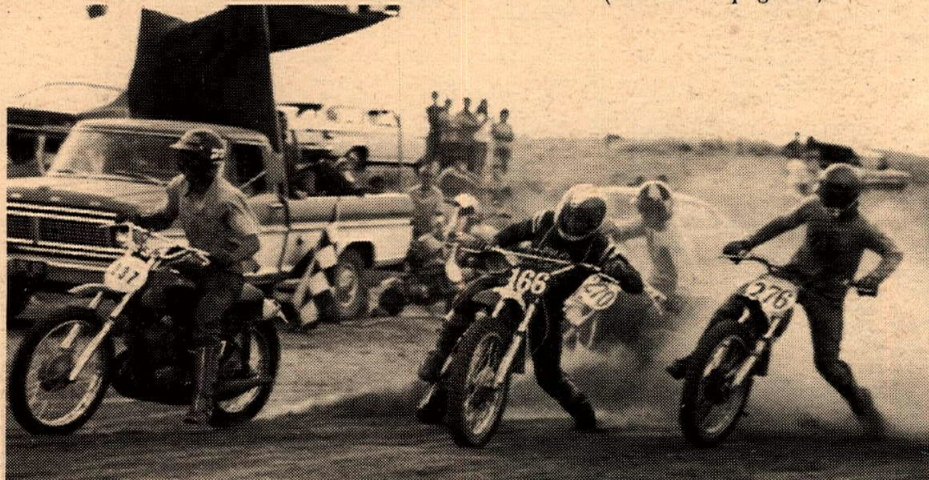
(Results on page 24)

Parker won the last two motos to take first over Terry Larsen.

Steve Burgess took all three motos of the 250 Expert class, in one of the best rides of the day. Cal Crosby, Kerry Fowler, and Phil McDonald took turns pushing Steve as fast as he could go, with no success. Steve made no mistakes all day.

The best battle though, was among the Open Experts. Don Fuller won the first moto and first overall. Tony Jacobs won the third moto to take second. Frank Myers didn't win a moto but still took third over Dennis Packard who stomped the class in the second moto. It was quite a race.

The Minibikers provided quite a contrast to the Experts in speed, but not in style. Crossing up a mini-enduro



The big four in the Open Ex. class: Dennis Packard (237), Don Fuller (166), Tony Jacobs (270) and Frank Myers.

CARABELA WINS

HARE SCRAMBLES

Master Links M/C, August 8

Cordis Brooks, 1st Amateur 125cc

2nd Lightweight Expert

MOTOCROSS

Dallas, Texas, August 8

Mike Johnson, 1st 125cc

ROAD RACE GRAND PRIX

Dallas, Texas, August 8

Jaime Glenn, 2nd 125cc

AMA PROFESSIONAL

Mansfield, Ohio, August 8

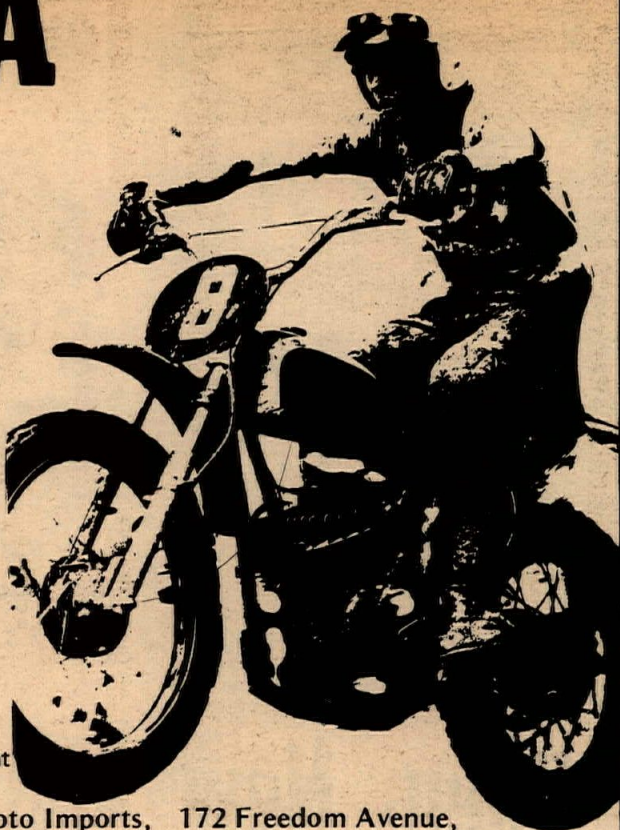
Don Bales, 1st overall 125 125 Amateur

EUROPEAN SCRAMBLES

Dirt Diggers M/C, August 15

Cordis Brooks, 1st 125cc Expert

Mary Brooks, 1st women rider..... 125 Lightweight



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Make of M. Cycle _____	Engine No. _____	Cu. Cm. _____
I will enter in the: Expert _____ Amateur _____ Novice _____ class _____		
Riding or Sidecar Partner (or team members) _____		
The undersigned entrant by affixing his initials below, acknowledges that he assumes the risk of any loss from injury or property damage to himself or others, due to his participation in this event and he herewith specifically holds harmless from any said loss the American Motorcycle Association, Sports Committee, District 37 AMA, Inc., the sponsoring club or organization, and the owners of the real property on which said event shall take place. (Entrant's and/or parent's initials) _____ If entrant is under 21 and does not have current District 37 card indicating notarized consent on file, Parent or Guardian must sign here acknowledging his or her consent to the terms of entry. The undersigned does hereby certify that he is a duly qualified (Circle One) Amateur/Expert/Novice class motorcycle rider having been so qualified by a competent organization. It is further understood and agreed that in the event I am injured from whatsoever cause during the event covered by this application, I herewith consent to and authorize first aid and ambulance service as provided by the sponsoring club or property owner, and further hold all parties harmless from any consequences of said aid. Under the rules and sanctions of the American Motorcycle Association, I hereby agree to conform and comply with the rules governing this contest.		
Signature of entrant: _____		
Date: _____ 19__		
Points Requested	Riding Division	Riding Class
	(Circle One)	(Circle One)
Desert	Heavyweight	Novice
Scrambles	Lightweight	Amateur
Moto X	Trail	Expert
	Ultra Lightweight	

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GRAHAM

By Janet West

HOUSTON, TEX., Aug. 15, 1971 — Everyone had a good day at Chappell International Motocross Park. Things went along smoothly, quickly and efficiently, thanks to the great management of Lynn Hensley and Bobby Helms.

Jerry Conner was riding like the wind in the Open Junior class, just tearing that track up, and it was paying off handsomely, too. The first two of the three motos were Jerry's, undisputedly. He was first over the line each time.

(Please turn to page 21)

Cram, Petty Invade Texas

By C. T. Wahler

EL PASO, TEX., Aug. 8, 1971 — Today saw a record number of entries at El Paso Motocross Park, including Californians Mike Cram and Preston Petty. Also on hand was Gene Durham and the New Mexico Motocross Team from Albuquerque.

Wayne Chick led the first 250 Senior moto with Petty running in the middle of the pack. Every lap he would fall back one or two places. The riders that attended his motocross school Saturday were probably confused by seeing their teacher being blown off so bad by the local talent.

The second moto was a whole new ball game. As it turned out, Petty was having trouble with the Maico's gearbox but now everything was shifting again. Chick grabbed the lead but this time Petty was right on his rear wheel. Preston made his move on the super-fast straightaway jump and passed him in mid-air. This really brought cheers from the spectators. Petty had no trouble keeping the lead and from then on he looked as if he was on a Sunday trail ride.

Totaling the points found Chick with the overall win, Petty second, and Fred Wingfield third.

Gene Durham took an early lead in the Open Senior first moto. Behind him was Cram, CMC number 1, and Mike Ahern of Alamogordo, N.M. On the third lap Ahern managed to squeeze by Cram but couldn't get Durham.

Cram and Durham hashed it out in the second round until Gene parted company with his Husky. He jumped back up but Mike had gained too much distance. Ahern momentarily caught Durham but dropped back once Gene was under way. In the last moto, Cram took the lead and lost it to Durham, but for a moment. After the final checkered, it was Cram, Durham, Ahern in the top spots.

(Results on page 24)

SoCals Harvest Arizona Gold

By Will Palmer

PRESCOTT, ARIZ., Aug. 15, 1971 — Slaughterhouse Gulch Raceway was jammed to capacity today, as a group of outstanding riders from LaHabra Yamaha in California joined John Tazuin from Natchitoches, La., and the rest of 175 riders to put on a great show for the many spectators that gathered in an all-around perfect day. Everything blended together, from weather to a great display of organization by the sponsoring Mile High Motorcycle Club.

Scott Smith of Riverside, Calif., Lane and John Steeber of La Habra, Calif., took a mass of gold back to their home state, each winning their class with a great display of riding.

Returning to Prescott after a year, two top Arizona Experts Byron Boaz and Brian Ross showed they haven't lost any of their ability as Boaz battled Bob Tooley of Las Vegas, Nev., for the 250 Expert win. Tooley came out on top aboard a new Ossa, while Boaz fought all the way aboard his Bultaco. Ross, smooth and sure, took the Open Expert bash after a good dice with second place winner Cliff Allison and third placer Smith.

I was pleased to see the addition of so many silencers to the cycles racing at Slaughterhouse Gulch. No one appeared to be hampered with the devices.

(Results on page 24)

(FBI 5409 110 2110072)

DOMINATES

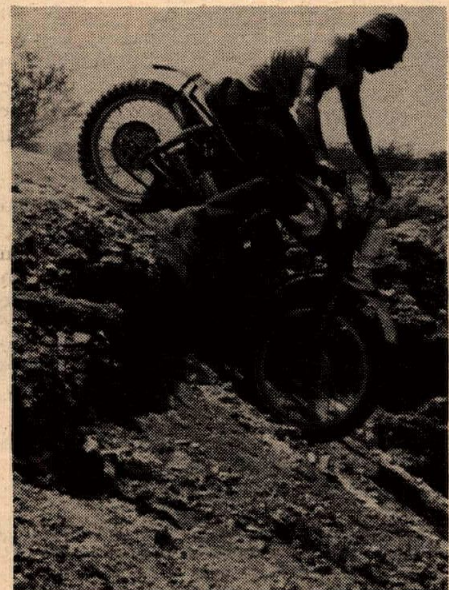
roaring like a lion. However, in the third moto, Jerry screwed his CZ on and had it hummin' coming off the hill. Now, this is all very well — everyone should be so brave. But, landing on the front wheel after jumping a hill is not too cool, especially when the track is skatey. Conner came swooping down and immediately flew off his bike in spectacular spread-eagle fashion, landing somewhere among the bushes and trees. Only seconds after Conner flew into the bushes, his bike followed him like an obedient puppy. Being anything but a quitter, Conner grabbed his bike, jumped back on and charged across the finish, losing several places, but still able to make a showing in the final.

As usual, Bob Graham collected in the 250cc Experts. It looked as though Bob was out for a Sunday ride on his AJS; he had a clear first. David Fowler, a whirlwind riding a Bultaco, was in second and held an easy lead on Greg Graham (CZ), who was running third.

Ed Abbot, a top contender in the Open Experts, had a stroke of bad luck in his class, and was unable to ride after the first moto. Therefore, the win again went to Bob Graham. Graham has long been a fantastic rider, and Chappell Hill seems to contribute to his expertise. The track is rough, exacting, and demands all a rider has to give, and Graham eats it up.

Greg Graham finished in second place (Suz), which was not in the least surprising. But, the third place winner indeed left some mouths hanging open. Robb Riggs took third with a fair amount of ease. This fact is rather startling since this was Riggs' first race in an Expert class, and he was mounted on a brand new bike — a BSA.

(Results on page 24)



Clark Fuller tries the Las Vegas terrain. Photo by Paul Eckert.

VEGAS TRIALS GOES ENGLISH

By Kent Nichols

LAS VEGAS, NEV., Aug. 8, 1971 — Las Vegas area trial riders were treated to something different today as the Boulder City Dirt Riders presented a fine trials, using the genuine English scoring system. Normally, area clubs give one point for a dab, five points for hitting lime or crossing, five points for killing engine, and 25 points for not riding trap. Today, riders got one point for each dab, up to three, five points for hitting or crossing lime, five points for killing engine, five points for stopping forward motion and putting feet down and five points for not riding the trap.

Another unusual feature was that the traps, each manned by a Boulder City Dirt Rider, were spread out on a 5 mile course with each rider taking three laps for a total of 45 traps. As riders spread out, there was no long line of bikes at each trap.

Due to the length of the course, Boulder City Dirt Riders were able to employ different types of terrain including hairy drop offs, rocky ravines, steep down hills, steep up hills and some neat rock steps.

Dave Weston took first in the Senior class on a 250 Yamaha. Dave had a rear sprocket on his Yamaha so big that it could have doubled as his rear wheel.

Don Skipworth was at the head of the Junior class on a Bultaco. Don was also first overall, pretty good for a mere Junior.

With a light turnout of only 37 riders, many people in the Las Vegas area missed a truly fine trials.

(Results on page 24)

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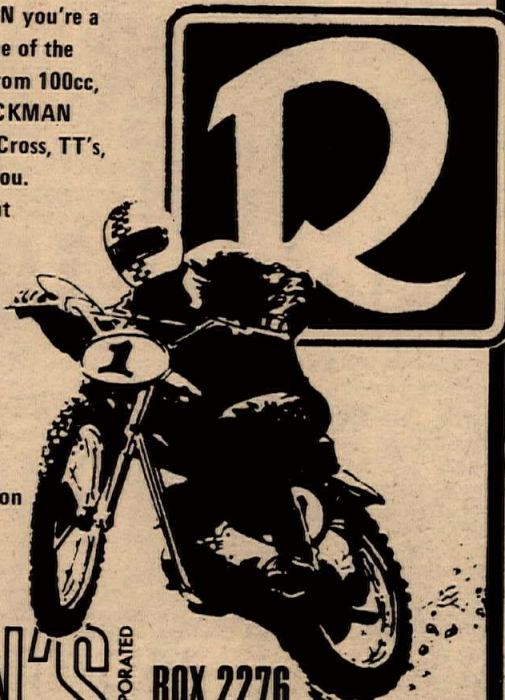
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1st 100cc Am/Ex Com	WILLIAM BUCHNER	RICKMAN Micro 100 Metisse
August 19	Ascot Park, California	CMC Thursday Nite Moto-X
1st 125cc Senior	JEFF WRIGHT	RICKMAN Micro 125 Metisse
1st 250cc Senior	JEFF WRIGHT	RICKMAN 250 MX
August 21	Moorpark, California	TT Scrambles
1st Powder Puff	JOYCE SOYKA	RICKMAN Micro 125 Metisse
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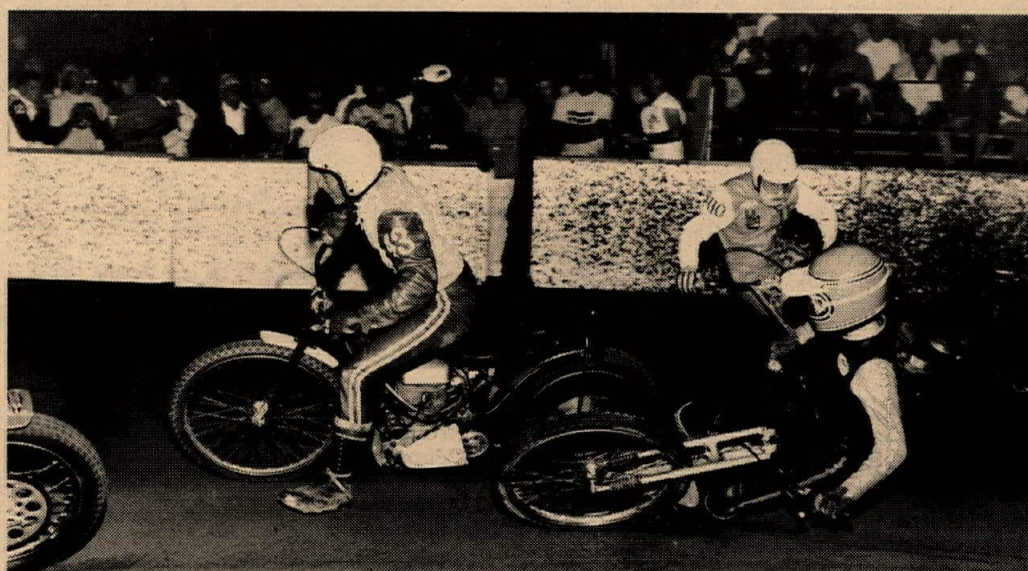


WOODS SCORES CLEAN



Rick Woods happily accepts his victory laurels.

By Mike Capalite
Photos by Dennis Greene
COSTA MESA, CAL., Aug. 27, 1971 — Before a standing only crowd and with a revamped public address system that allowed Larry Huffman to exhibit his announcing talents (the PA system had failed last week for a short time) Rick Woods got it all together and swept to wins in every race he was entered.
The evening started out as a crowd pleaser as three of the Handicap Heats were won by 60-yard men with Mike Bast and Sonny Nutter both displaying top form to come from way back to win. It is no easy matter to start that far behind the line and pass five men in five laps that take less than 70 seconds to complete.
Sonny had problems in the semi, but came back to win the Handicap Consolation with a roaring crowd behind him as he copped the lead from Larry Moon on the last lap. In the Handicap Main, Mike Bast beat Rick off the 60-yard line, as Harlan Bast (Mike's Uncle) took the lead with Ruben Benites and Guy Waterson leading. In the first lap, Rick got under Mike Bast and proceeded to move up past the other riders with apparent ease as he took the lead with two laps to go and went on to finish as the fans were really getting with it.
Coming back for the Scratch Main Event, the same thought was on everybody's mind, would Rick be able



Cary Cotterman is going down with Rick Smith going about near the crash wall. Ken Cody, Bill's brother, leads the charge.

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to take this one to make it a grand slam for one of the biggest purses yet at the fairgrounds track. On the line against him were three of the best, Scott Autrey, Nutter and Bill Cody with all riders getting a fantastic ovation from the crowd as announcer Larry Huffman introduced them.

As the gate went up, it was Sonny Nutter with one of his jackrabbit starts from the outside, coming out of the hole like he was shot out of a cannon and crossing over into the lead as Woods cut to the inside and grabbed the number two slot.

It was Cody and Autrey behind Woods and the fans knew that Rick was pushing hard and kept tight on the inside and finally was able to pull abreast of Nutter. But Sonny just hung in there and they were going around the track side by side with Nutter having just a little bit of an edge going into the corner giving him the lead coming out. Nutter's one problem was that Rick was on the inside and Sonny couldn't pull ahead enough to close the door. Rick couldn't get the power coming out of the corner by holding the inside. It looked like a standoff until Sonny drifted a little wide in the corner and Rick pulled away as Bill Cody was right behind him waiting his chance and cut under Nutter on the last lap to take

second with Autrey finishing fourth.

The Woods' talent seems to run in the family as the intermission race was with the mini-speedway machines with Rick's younger brother, Gene, taking the win over Marty Miller and Bill Rucker with a form that looked more like Rick himself.

Looking like he should be moved up to Division I pretty soon was Scott Sivadge as he took the win in the Division II Main Event as Phil Moon was able to move his Velocette-powered speedway rig up into second with John Flanders looking good finishing third. The wins in the Division III races this week went to Erwin Moon and Steve Stricklin.

The team match race this week pitted Don Cullum and Ed Williams against Dennis Gildehaus and Jim Gresham. This one had to be restarted as Don Cullum came out of the corner in the second lap and lost control and all but centerpunched Jim Gresham as they both went into the wall and upended rather spectacularly with Don getting his foot wedged in the machines, but he was none the worse for wear and was able to come back for the restart. On the restart, it was Gildehaus and Gresham finishing one-two to take the win.

(Results on page 24)

Lions Drags Play Host to Bikes

By Keith Arnold
LONG BEACH, CAL., Aug. 21, 1971 — It was Honda 4 night at Lion's Drag Strip with 13 of 21 bikes entered being Honda 4's. The culmination of four rounds of racing saw in the final blast Jeff Berry (Honda 4) led Bill Hahne (Honda 4) all the way for a sub-13 second run. For this tire blistering blast Jeff will receive a helmet from U.S. Motorcycles and Engineering in Lynwood and a set of gloves and goggles from Long Beach Honda; all this and the regular purse of \$30.

Two impressive riders in this event were John Hawley and Mildred Gorman. John was riding a very fast 250 Twin Suzuki and made several runs in the

Injuries Fatal

ORLAND, CAL., Aug. 22, 1971 — Expert rider Dave Veffredo (50R) died today from injuries sustained in the pit area, prior to the start of the Orland M.C.'s Benefit Scrambles. Dave, who managed Vaughn's Kawasaki of Chico, is survived by his wife, Gay. His passing is deeply felt by his many friends on the Northern California racing scene.

13.50 second range. Mrs. Gorman rode a fast little 125 Kawasaki all the way to the semi-final round before losing it to Berry.

On the lighter side, the Harley-Davidson riders had a time on the big bikes. Troy Pegues tried to come off the line first but had a bit of handling trouble with his bike doing a flip-flop loop off the line.

New Boss at H-D

MILWAUKEE, WIS., Aug. 26, 1971 — The vice president of American Metal Founders (AMF) in charge of the motorcycle group announced that Mr. William H. Davidson has been promoted from President of Harley-Davidson Motor Co. to Chairman of the Board. Mr. John H. O'Brien, 46, was named as the new President and chief executive officer of H-D.

Also on Thursday the promotion of John Davidson to Executive Vice President in charge of Marketing was announced.

Mr. O'Brien comes to AMF with an extensive background in the automotive industry.

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ACA TT/SHORT TRACK

El Toro Speedway	
Aug. 21, 1971	
By Buzz Batty	
125cc JR. TT	Yam
Don Grigsby	
Tom Doty	
Rod Sexton	Yam
125cc JR. TT	
Chuck Clayton	Kaw
Don Hill	Hon
Bobby Butt	Yam
250cc JR. TT	
Marty Davis	Bul
Deck Sutterfield	Yam
Jim Hendry	Oss
250cc JR. TT	
Morris Malone	AJS
Mike Myers	Bul
Chuck Clayton	Bul
500cc JR. TT	Bul
Marty Davis	AJS
David Boydston	Bul
Don Fraenberger	Bul
500cc SR. TT	AJS
Morris Malone	Yam
John Calicchio	Bul
Chuck Clayton	Bul
125cc JR. ST	Yam
Don Grigsby	Yam
Rod Sexton	Hon
Tom Doty	
125cc SR. ST	Yam
Hank Scott	Oss
Bob Sanders	Yam
Bob Hoford	Yam
250cc JR. ST	Bul
Marty Davis	Oss
Don Fraenberger	Bul
250cc SR. ST	Yam
Mike Myers	Duc
Bob Sanders	Bul
Chuck Clayton	Suz
Don Fraenberger	Bul
Chuck Clayton	Bul

PRO TT

Sidewinders M.C.	
Clackamas, Ore.	
Aug. 20, 1971	
By N.A. Williams	
EXPERT TROPHY	DASH
Ike Reed	Tri
Ed Hermann	Tri
Glen Adams	Nor
Mark Williams	Kaw
EXPERT MAIN	
Ike Reed	Tri
Glen Adams	Nor
Ed Hermann	Tri
Jimmie Smith	Kaw
Mark Williams	Kaw
Frank Langford	Tri
Dick Donaca	Tri
Jim Herschbach	Tri
Bill Fuller	Tri
Bill Elder	Tri
JR. TROPHY DASH	
Randy Scott	Tri
Mike Hannula	Yam
Dan Kerk	Yam
Mike McCall	Yam
JR. MAIN	
Randy Scott	Tri
Mike Hannula	Yam
Don McShane	Yam
Charlie Sheffield	H-D
Neal Hulet	Tri
Daon Balbeck	BSA
NOV. TROPHY DASH	
Steve Baker	Yam
George Leonard	Yam
Mike Thompson	Bul
Fred Siegel	Yam
NOV. MAIN	
Steve Baker	Yam
Fred Siegel	Yam
George Leonard	Yam
Mike Thompson	Bul
Duane LaPore	Kaw
Forest Hiner	Bul
Keith Dunn	Bul
Bill Lewis	Kaw

ACA MOTOCROSS

Sidewinders M.C.	
Clackamas, Ore.	
Aug. 29, 1971	
By George Andersen	
100 JUNIORS	
Bob Stem	Hod
Tim Leath	Hod
Greg Blackwell	Pen
125 JRS.	Pen
Chris Jackson	Mon
Mike Langford	Mon
Jerry Vandellen	Mon
125 INT.	
Danny LaPorte	Yam
Patrick Flynn	Yam
Skip Porter	Yam
125 SR.	
Jim Beauchamp	DKW
Barry Porter	DKW
Bill Beckwith	DKW
250cc JRS.	
Don Staman	Bul
Dan Delehan	Bul
Greg Parker	Bul
250cc INTER.	
Bob Rowe	Mai
Wen Beckwith	CZ
160cc SR.	
David Boydston	Mai
Morris Malone	AJS
Davey Davis	AJS
160cc JRS.	
Paul Mahnie	Hus
Daniel Danwres	AJS
Mike Cobb	AJS
500cc SR.	BSA
Chuck Minert	BSA
Bob Fisk	BSA
Greg Smith	Mai

TT SCRAMBLES

American Canyon M.C.	
Vallejo Speedway	
Vallejo, Calif.	
Aug. 20, 1971	
By James Brammer	
100cc NOV. FINAL	
Karl Gieson	Bul
Steve McCartney	Kaw
George Leet	Yam
125cc NOV. FINAL	
Denny Kalamaras	Bul
Kevin Alsterlind	Yam
Jackie Lang	Yam
175cc NOV. FINAL	
Bill Rider	Hon
Harry Young, Jr.	Yam
Bill Hardestyne	Bul
200cc NOV. FINAL	
Bill Bowman	Bul
Wes Cook	Bul
Stephen Potts	Bul
100cc JR. CLASS	
Larry Beatty	Kaw
125cc JR. FINAL	
George Combs	Yam
Jim Gots	Yam
Charles Kote	Yam
175-200 JR. FINAL	
Glen T. Uman	Bul
Ed Kennedy	Suz
Phil Carando	Bul
250cc NOV. FINAL	
Paul McMakin	Bul
Ross Lane	Bul
J. Kinne	Yam
250cc NOV. FINAL	
Dan Shapona	Bul
George Keeran	Kaw
Dennis Mueller	Bul
250cc JR. FINAL	
Dan Leet	Yam
Randy Booth	Mon
Olen Stilwell	Bul
250cc EX. FINAL	
John Gennal	Bul
Jim Foley	Yam
Larry Drew	Bul
350cc NOV. FINAL	
Tom Hutzler	Kaw
Ross Ross	Hon
500cc NOV. FINAL	
Kirk Tardiff	Bul
Frank Mendoza	Bul
Dave Souza	Bul
500cc EX. FINAL	
Bill Cody	Bul
Jim Foley	Yam
Jim Saliton	Bul
500cc JR. FINAL	
Dan Leet	Mon
Mark Dunaway	Hon
Kirk King	Hon
650cc NOV. FINAL	
Jack Serogains	Ric
J.B. Woods	—
Gary Swingle	—
650cc JR. FINAL	
Tom Tyrell	Tri
Paul Leuty	—
Rudy Jacobs	—
650cc EX. FINAL	
John Gennal	Tri
Ken Helling	Tri
Jeff Hammond	Tri

SPEEDWAY

Cal Expo	
Sacramento, Calif.	
Aug. 21, 1971	
By Bruce Young	
DIV. II CONSOLATION	
Benny McDaniel	Jaw
George Watson	Jaw
DIV. II MAIN	
John Dieu	Jaw
Harold Toby	Jaw
1st MATCH RACE	
Dave Gifford	Jaw
John Fishburn	Jaw
2nd MATCH RACE	
Les Chanky	Jaw
Stu Morley	JAP
HANICAP CONSOL.	
Bruce Flanders	Jaw
Butch Corder	Jaw
Cecil Oswald	Jaw
HANICAP MAIN	
Pat Rooney	Jaw
John Fishburn	Jaw
SCRATCH CONSOL.	
Butch Corder	Jaw
Joe Fitzpatrick	Jaw
SCRATCH MAIN	
Dave Gifford	Jaw
Les Chanky	Jaw
Mike Rooney	Jaw

MOTOCROSS

Cascade M.C.	
Bend, Ore.	
Aug. 22, 1971	
By Larry Ulrich	
BEGINNERS CLASS	
Mike Bolin	DKW
Dave Glasson	Pen
Robert Morris	Hod
Richard Stevens	Hod
125 CLASS	
Randy Limbeck	Hon
Dan Lindsay	DKW
Rick Limbeck	DKW
250 CLASS	
Randy Limbeck	Mai
Tracy Lantz	Mai
Brian Eastburn	Mai
Gary Heater	Mai
OPEN CLASS	
Bob Decker	Suz
Homer Mosley	Suz
Mike Ahalt	Hus

TT SCRAMBLES

Richmond Ramblers M.C.	
Vallejo Speedway	
Vallejo, Calif.	
Aug. 15, 1971	
By James Brammer	
100cc NOV. FINAL	
Randy Holbrook	Hon
Chuck Morison	Hon
Ted Kennedy	Suz
125cc NOV. FINAL	
Joe Huff	Bul
Manford Root	DKW
Ken Toppos	Yam
100cc JR. FINAL	
Bill Wilson	Kaw
100cc JR. FINAL	
Bill Wilson	Kaw
100cc JR. FINAL	
Jim Coats	Yam
100cc JR. FINAL	
Dan Leet	Yam
175cc NOV. FINAL	
Soli Moore	Yam
Kirk Tardiff	Hon
200cc NOV. FINAL	
Dan Dotsen	Bul
Bill Bowman	Bul
Wes Cooke	Bul
200cc JR. FINAL	
George Kalamaras	Bul
Phil Carando	Bul
Mike Vestal	Bul
250cc NOV. FINAL	
Jim Pettit	Mon
Russell Giffen	—
Paul McMakin	Bul
250cc JR. FINAL	
Randy Booth	Mon
Dan Leet	Mon
Olen Stilwell	Mon
250cc EX. FINAL	
Rick Hocking	Bul
Bill Trumbull	Yam
Ken Johnson	Bul
500cc NOV. OPEN	
Kirk Tardiff	Bul
George Keeran	H-D
500cc JR. OPEN	
Ron Kesler	Suz
Gary Newman	Mon
Brian Redmond	Bul
600cc EX. FINAL	
Ken Helling	Tri
Kent Johnson	Bul
Rick Hocking	Bul
GIRLS FINAL	
Cheryl Vestal	Yam
Nancy Ann Sowle	Yam
Dana Wheeler	Pen
Ginny Dorrestyne	Hon

MOTOCROSS

Fremont Raceway	
Fremont, Calif.	
Aug. 15, 1971	
By Bill Spencer	
UNOFFICIAL	
160cc SR.	
T.J. Norville	Puc
Kim Watts	DKW
Doug Read	CZ
25 JR. DIV. II	
Mike Allen	Ric
Wayne Morrell	DKW
125 SR.-INT.	
John Turner	DKW
Ron Hoffman	Ric
Bill Grossi	Puc
250 JR. DIV. I	
Bob Brown	Hus
George Fox	Mai
250 JR. DIV. II	
Dan DaCosta	Bul
Butch Steward	Bul
Jim Jenkins	Hus
250 SR.-INT.	
Jim Miller	CZ
Bill DaPrato	Hus
Chris Carter	Yam
OPEN JR.	
Wayne Morrell	Mai
Carl Moore	Hus
Ron Frame	CZ
OPEN SR.	
Mark Blackwell	Hus
Steve Corcoran	Hus
Dillon Cook	Mai

SPEEDWAY

Orange County Fairgrounds	
Costa Mesa, Calif.	
Aug. 27, 1971	
By Mike Capite	
1st DIV. III MAIN	
Ken Cody	Jaw
Willie Eisele	JAP
Cary Corderman	Jaw
MINI	
Rick Smith	JAP
2nd DIV. III MAIN	
Steve Stricklin	Jaw
Stanley Miller	Jaw
Gary DeWhitt	Jaw
Danny Becker	Jaw
Robert Muzzy	Jaw
Larry Wolfe	Jaw
TEAM MATCH RACE	
Dennis Gildenhous	Jaw
Dan Gresham	Jaw
Don Cullum	Jaw
Ed Williams	Jaw
DIV. II MAIN EVENT	
Phil Moon	Vel
John Flanders	Jaw
Rich Richards	Jaw
Steve Gresham	Jaw
Barrie Idom	Jaw
MINI-SPEEDWAY RACE	
Gene Voshell	McCul
Stanley Miller	Hod
Bill Rucker	Hod
HANICAP CONSOL.	
Conny Nutter	Jaw
Larry Moon	Jaw
Don Cullum	Jaw
Scott Autrey	Jaw
Larry Shaw	Jaw
SCRATCH CONSOL.	
Larry Shaw	Jaw
Mike Bast	Jaw
Don Cullum	Jaw
Mike Konie	Jaw
HANICAP MAIN EVENT	
Rick Woods	Jaw
Ed Williams	Jaw
Mike Bast	Jaw
Guy Watsonson	Jaw
Ruben Benites	Jaw
Harland Bast	Jaw
SCRATCH MAIN EVENT	
Rick Woods	Jaw
Bill Cody	Jaw
Sonny Nutter	Jaw
Scott Autrey	Jaw

SCRAMBLES

Lodi Cycle Bowl	
Lodi, Calif.	
Aug. 13, 1971	
By Bruce Young	
100 NOVICE	
Danny Burton	Kaw
Ronald Boley	Kaw
Steven Soares	Kaw
100-125 JR/EX.	
Mark Asbill	Bul
Jeremy Halstead	Bul
Mike Jennings	Kaw
125 NOVICE	
Ed Aikland	Yam
John Hollard	Suz
175 NOVICE	
Robert Wright	Yam
Russ Herring	Yam
100 NOVICE	
Joe Klein	Bul
Stephen Metcalf	Bul
250 NOVICE	
John Federak	Mon
Gary Gallagher	Suz
250 JR.	
Kil Kilas	Bul
Robert Burton	Kaw
Joe Krick	Bul
250 EX.	
Gary Lozano	Bul
Ray Huff	Bul
Dennis Robinson	Bul
100-125 WOMEN	
Jacqueline Childress	Bri
500 NOVICE	
Gary Winters	Mai
John Meservy	Mai
500 JUNIOR	
David Scott	Mai
Daniel Leet	Mai
Gary Trammell	BSA
500 EXPERT	
Brad Holt	Bul
Max Hall	H-D
Roger Houston	Bul
650 NOVICE	
Tony Arnaiz	Tri
Mike Hagoski	Tri
Bob Hoford	Bul
650 EXPERT	
Al Ludwigen	BSA
Jim Brooks	BSA

MOTOCROSS

Chappell Hill	
Houston, Texas	
Aug. 15, 1971	
By Janet West	
0-100 JUNIOR	
O. G. Fox	Bul
Travis Taylor	Bul
Danny Hamilton	Tri
100-125 JUNIOR	
Tommy Coker	Tri
Kevin Lawman	Tri
Bobby Healy	Tri
0-125 EXPERT	
Ricky Jones	Pen
Greg Laze	—
Gene Fisher	—
126-250 JR.	
Russell Allen	Met
Bryan Tilson	—
Hugh Hall	—
126-250 EX.	
Bob Graham	AJS
David Fowler	Bul
Greg Graham	CZ
OPEN JR.	
William Easter	Hus
Jerry Conner	CZ
Clark Santos	Duc
OPEN EX.	
Bob Graham	AJS
Greg Graham	Suz
Rob Riggs	BSA

SCRAMBLES

Fremont Raceway	
Fremont, Calif.	
Aug. 13, 1971	
By Bill Spencer	
100cc NOV. OPEN	
Chuck Clayton	Bul
Steve Flowers	Suz
Steve Thomas	BSA
Keith Creelless	Yam
125 NOV.	
Kevin Alsterlind	Yam
Mike Betty	Yam
Rich Alquist	Yam
Joe Orum	Yam
125 JR.	
Ken Eggers	Bul
Ron Kole	Bul
Carl Blackledge	Suz
175 NOV.	
Bill Cain	Bul
Dean Butterfield	Yam
Bill Morrow	AJS
Steve Hyder	Bul
200cc NOV.	
Tom Berry	Yam
Steve Flowers	Suz
Chuck Clayton	Bul
Pat Myers	Bul
125 NOV.	
Gary Tonda	Bul
John Dawson	Bul
Bob McChesney	Bul
250 NOV.	
Jim Peter	Bul
Rich Madieros	Ric
Rob Wadzok	Bul
John Proto	Kaw
250 JR.	
Dave Lewis	Kaw
Randy Miller	Bul
John Bonamonte	Bul
Roger Newman	Bul
Phil Anderson	Oss
Ron Hannah	Oss
250 EXPERT	
Jim Foley	Yam
Rick Hocking	Yam
Pat Brown	Yam
Pat McCaul	Oss
Rocky Malynn	Bul
Mike Renslow	Bul
350 NOV.	
Scott Pearson	Kaw
Glen Hall	Hon
Dave Rosenquist	Hon
350 JR.	
Jack Crider	Hon
Terry Corder	Hon
J. Harbauer	Kaw
500 NOVICE	
Mike Sheehan	Mon
Jim Dixon	Mon
Jim Hawthorne	Mon
500 JR.	
Monty Tavares	Yam
Pete Francini	Mai
Gene Schmitt	BSA
500 EXPERT	
Jim Foley	Yam
Rick Hocking	Yam
Mike VanLinden	Mon
Mike Renslow	Bul
Pat Hennen	Tri
650 NOVICE	
Adam Sabadra	Suz
John Hernandez	Tri
650 JR.	
Sonny Victor	Tri
Bob Clesson	BSA
Roy Meade	BSA
650 EXPERT	
John Gennal	H-D
Ben Mosier	H-D
Tiffen Mullenax	Tri
Ron Talbot	Tri

TT SCRAMBLES

Elisnore, Calif.	
Aug. 21, 1971	
B.D. Hampton	
MINI	
Stu Egli	Hod
Mike Tidwell	Ste
POWDER & PUFF	
Vickie Conley	Kaw
Linda Rhynce	Yam
100 NOVICE	
J. Courli	Yam
D. Turner	Kaw
B. Tolson	Kaw
125 NOVICE	
T. Tanner	Yam
C. Florence	Yam
M. Gay	Yam
200 NOVICE	
George Voshell	Kaw
B. Anderson	Yam
250 NOVELL	
R. Parsons	Bul
S. Smith	Bul
A. Collins	Bul
300 OPEN NOVICE	
A. Collins	Yam
G. Donaher	Yam
SPECIAL NOVICE	
erry Courli	Hon
100 Smith	Bul
100-125 AMATEUR	
Dan McWhorter	Yam
Chuck Fruchey	Kaw
100-125 AMATEUR	
J. Hein	Yam
C. Conley	Oss
100-125 EXPERT	
Roger Dobbins	Bul
Robby Butt	—
100-125 EXPERT	
Mark Porter	Bul
Danna Stettler	Yam
Charles Soderstrom	Bul
100-125 EXPERT	
Larry Bachay	Yam
100-125 EXPERT	
Frank Fraumeniger	Suz
SPECIAL EXPERT	
Charles Soderstrom	Suz
100-125 EXPERT	
Frank Porter	Bul
100-125 EXPERT	
Frank Fraumeniger	Bul

(Continued from page 2)

ATA TRIALS, VOTE Muntz Cycle Park, Moorpark, Ca. Ventura Fwy to Fillmore Fwy, N. to Tieme Rejada exit. Mufflers, spark arresters. Sign 9 am. 213/660-1152.

CMA MX, 5800 S. Bacchus Hwy, Salt Lake City, Utah. Nov. 10 am. Ex. 2:30 pm. SRA pts. \$1.50 watch, \$3 race, 904B E. 2nd S., SLC, Utah 84102.

MX, Bay Mare Park, Somis, Ca. \$500 to Srs. \$5 mail, \$7 post. Box 371, Somis, CA 93066. 805/529-1872.

MX, Cal-Am. Cal-Am Raceway, Harbor Blvd. exit off I-80, N. to Hwy 16, left 3 mi. to track. \$4 entry. 1325 15th St., Room B, Sacramento, CA 95814. 916/446-5059.

TRIPLE-HEADER, SMRA. Road races, drags, motocross. Green Valley Rwy, Fort Worth, Tex. 915/949-1030.

DUAL EUROPEAN SCRAMBLES, Prospectors & Bushmasters, Lined from Hwy 395 & Red Mountain. \$3.25. Silencers. D-37 pts.

TT SCRAMBLES, Richmond Ramblers, Vallejo (Ca.) Spdw. Noon. \$2 ride/watch. 'C' trac.

MX, Cascade. Cascade MX Track, 3 mi. W. of Bend, Ore., on Shevlin Park Rd. Noon. Entry \$3, \$5. Cash to Srs. 503/382-5759.

AMA NATIONAL CHAMPIONSHIP MILE AND ONE EIGHTH, Bushkill Valley, Nazareth Speedway, Nazareth, Pa. 50 miles.

ACA MX, CRA. Osteen's Bike Park, Pomona, Ca. \$5 mail, \$10 post. Cash to Srs. 9 am. 714/774-3222.

SRA HARE SCRAMBLES, Beginners & Novices. 8 am. Lined 7 mi. N. of Adelanto, Ca. 213/370-8234, 714/735-4641.

MX, EBRA. Ensenada, B.C., Mexico. Prac. Sat. 11 am. No card needed. \$3 mail. Box 731, Ensenada, B.C., Mexico. Tel. 8-32-37.

CMC MX, Carlsbad (Ca.) Raceway. \$5 mail (8/7), \$10 post. 10 am. Box 1402, Costa Mesa, CA 92626.

HRA MX, 395 Cycle Park, Adelanto, Ca. \$5 post, no gate to rider. noon. No Silencers. HRA card. Camping. 714/246-6109.

TUESDAY, SEPT. 14

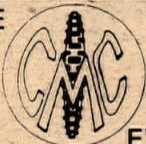
MINIS, SCMB. Trojan Speedway, South Gate, Ca. 6 pm. \$3 post, \$1 gate. 11 classes. 213/862-0229.

HUSQVARNA

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La Mesa, Calif. 92103

RIDE WITH THE BEST



EVENTS

motocross

Sept. 5th — El Toro transferred to Loto-X
\$500 Purse, Ex.

Sept. 6th — Saddleback
\$500 Purse, Ex.

12th — Carlsbad

19th — Saddleback Park

26th — Carlsbad

Oct. 3rd — El Toro

Motocross

10th — Carlsbad

17th — Saddleback Park

31st — Carlsbad

\$5 mail entry — \$10 post entry.
Mail entry closes five days before
event. C.M.C. license and 3 number
plates required. Gates open 7:30 —
sign-up closes 9:00 AM — racing
starts 10:00 AM. Mail entries to
C.M.C., P.O. Box 1402, Costa Mesa,
CA 92626.

WEDNESDAY, SEPT. 15

SPEEDWAY, SRA. Kern Co. Frngds,
Bakersfield, Ca. 8:30 pm. Free parking.
program. 213/793-1558.

ACA ST/TT, El Toro (Ca.) Speedway, I-5 &
El Toro Rd. \$5 mail (8/13), \$10 post. 7:30
pm. 714/774-3222.

THURSDAY, SEPT. 16

CMC MX, Ascot Park, Gardena, Ca. \$5 post.
Night. 213/323-9710.

ST/TT SCRAMBLES, Arena Park Rwy,
Lubbock, Tex. 8 pm. Hi-Plains Racing Assn.,
5304 48th, Lubbock, Tex. 79404.

TT/FT, Trojan Speedway, South Gate, Ca.
Gates close 7:15 pm. 213/862-0229.

DRAWING for numbers for Golden Bear 200
Championship Enduro. Coors Room, 15471
Del Amo Ave., Tustin, Ca. 1 block E. of
Newport Fwy at Edinger. Free beer.



calendar

FRIDAY, SEPT. 17

1/2-MILE, Ascot Park, Gardena, Ca. Night.
213/323-9710.

SPEEDWAY, Orange Co. Frngds, Costa Mesa,
Ca. 8:15 pm. \$2.50 adults, \$1.50 hi-teens,
50¢ types. 213/793-3927.

SPORT SCRAMBLES, American Cyn. Vallejo
(Ca.) Speedway. 8 pm. \$2 ride/watch. 'C'
trac. 707/644-0741.

SPEEDWAY, Cal-Expo, Sacramento, Ca. 8:15
pm.

SCRAMBLES, Fremont (Ca.) Rwy, on
Durham Rd. off Nimitz Fwy. 7 pm. Silencers.
'C' trac. 415/322-1514.

AMATEUR ST, Westside Eagles. Stanislaus
Co. Frngds, Turlock, Ca. 8 pm. \$2 ride/watch.
Silencers. 209/537-6206.

SATURDAY, SEPT. 18

TT, Elsinore Race Track, Elsinore, Ca. 7:30.
Off Hwy. 71.

SPORT ST, Valley. Cycleland Speedway, 14
mi. S. of Chico, Ca. 8:30 pm. \$2 ride/watch.
3 plates. 916/9302.


Every Thursday Night
Motocross
under the lights
ASCOT PARK
Cash for Ex. — Trophies Inter. & Jr.
\$5.00 post — CMC Lic. Req. — 3 Readable No. Plates
Gates open 4:30 p.m. — 1st Race 7:30
Entries close 6:30 PM
Gen. Add: \$2.95
Jr. (12-17) 1.50
Kinds (8-12) .50
Under 8 Free
With this ad 50¢ discount
P.O. Box 1402, Costa Mesa 92626

OSTEEN'S Bike Park in POMONA Now Over 400 Acres

New Hours
Weekdays 9 to 6:30
Weekends & Holidays 8 to 6:30
Admission: \$1.50 per motorcycle &
Mini Cycle. \$1.00 Per Mini Bike.
.50 Per person + 10% tax

ACA MX — 3rd Sunday of every month.
Release forms required
for info. write 610 Cherry St., Brea, Ca.
92621
Directions: 2 min. off Pomona Frwy at
Dudley exit

TT SCRAMBLES, Riverside Bombers. 395
Cycle Park, Adelanto, Ca. Ultras 6:15, LW
8:15, HW 9:30 pm. D-37 pts. 714/685-1372,
987-4488. Camping. Silencers.

SCRAMBLES, Sonoma-Marin Frngds,
Washington & Payran Sts., Petaluma, Ca. \$2
ride/watch 7 pm. Silencers. 'C' trac.
707/763-3944, 763-2911.

SUNDAY, SEPT. 19

MINIS, AMRA. Indian Dunes, Valencia, Ca.
\$2.50 post, \$3 non-members. 10 am.
805/259-8000.

MX, Deadman's Point, Apple Valley, Ca. 10
am. \$2 post, \$2.50 non-members, \$2 gate.
714/247-7473.

MX, Lompoc Slo-Pokes. Spillway Park nr.
Santa Maria, Ca. D-35 pts. 10 am. \$3.50 post,
\$1.50 gate. Camping. 805/736-6362,
735-1177.

TT SCRAMBLES, Lightweights. 395 Cycle
Park, Adelanto, Ca. HW 9 am, Ultra & LW
11:30. D-37 pts. Camping. Silencers.
714/685-1372, 987-4488.

MX, CMC Oregon. Goose Hollow, 20 mi. W.
of Salem, Ore., on Hwy 22. \$5 post, \$1 extra
bike. Box 845, Salem, OR 97308.
503/364-0461.

MX, Cloverfield Motorcycle Race Track,
Cloverfield Airport, Friendwood, Tex. Noon.
\$2 ride, \$1.50 watch.

ACA ROAD RACE, Riverside (Ca.) Int'l
Rwy. \$8 mail, \$1 per extra bike (9/17), \$15
post + gate. 10:30 pm. 106 N. Claudina, Suite
312, Anaheim, CA 92805. 714/774-3222.

MX, Mt. St. Helens. Box 51, Castle Rock,
Wash. 98611.

TT, Mile High. Slaughterhouse Rwy,
Prescott, Ariz. Noon. \$2.50 bike, \$1 gate.
602/445-0022, 445-0315.

CMC MX, Saddleback Park, Ca. \$5 mail
(9/14), \$10 post. 10 am. Box 1402, Costa
Mesa, Ca. 92626.

CMC MX, Saddleback Park, Ca. \$5 mail
(9/14), \$10 post. 10 am. Box 1402, Costa
Mesa, Ca. 92626.

TUESDAY, SEPT. 21

MINIS, SCMB. Trojan Spdw, South Gate,
Ca. 6 pm. \$3 post, \$1 gate. 213/862-0229.

WEDNESDAY, SEPT. 22

SPEEDWAY, SRA. Kern Co. Frngds,
Bakersfield, Ca. 8:30 pm. 213/793-1558.

ACA TT/ST, El Toro (Ca.) Spdw, I-5 & El
Toro Rd. \$5 mail (9/20), \$10 post. 7:30 pm.
714/774-3222.

THURSDAY, SEPT. 23

ST/TT SCRAMBLES, Arena Park Rwy,
Lubbock, Tex. 8 pm. Hi-Plains Racing Assn.,
5304 48th, Lubbock, Tex. 79404.

CMC MX, Ascot Park, Gardena, Ca. \$5 post.
Night. 213/323-9710.

FRIDAY, SEPT. 24

SPEEDWAY, Orange Co. Frngds, Costa Mesa,
Ca. 8:15 pm. 213/793-3927.

1/2-MILE, Ascot Park, Gardena, Ca. Night.
213/323-9710.

AMATEUR ST, Westside Eagles. Stanislaus
Co. Frngds, Turlock, Ca. 8 pm. \$2 ride/watch.
Silencers. 209/537-6206.

SCRAMBLES, Fremont (Ca.) Rwy, on
Durham Rd off Nimitz Fwy. 7 pm. Silencers.
'C' trac. 415/322-1514.

SPORT SCRAMBLES, American Cyn.,
Vallejo (Ca.) Spdw, 8 pm. \$2 ride/watch.
'C' trac. 707/644-0741.

SPEEDWAY, Cal Expo, Sacramento, Ca. 8:15
pm.

SATURDAY, SEPT. 25

SPORT ST, Valley. Cycleland Spdw, 14 mi.
S. of Chico, Ca. 8:30 pm. \$2 ride/watch. 3
plates. 916/342-9302.

TT, Elsinore Race Track, Elsinore, Ca. 7:30
pm. Off Hwy 71.

MX, CMC Oregon. Goose Hollow, 20 mi. W.
of Salem, Ore., on Hwy 22. \$5 post, \$1 extra
bike. Box 845, Salem, OR 97308.
503/364-0461.

AMA NATIONAL CHAMPIONSHIP
HALF-MILE, Cox, Tripple. Ascot Park,
Gardena, Ca. 20 laps.

SCRAMBLES, Shasta. Happy Valley Rwy,
11 mi. W. of Anderson, Ca. 8 pm. \$2
ride/watch. 'C' trac. 916/365-7753,
365-1709.

SUNDAY, SEPT. 26

SCRAMBLES, Stockton. San Joaquin Co.
Frngds, Stockton, Ca. 11 am. \$2.50
ride/watch. Benefit.

YMSA DESERT MX, Adair Park lined 15 mi.
E. of Yuma, Ariz., on Hwy 95, 9:30 am. \$4
post. 602/726-0532, 782-1310.

AMA NATIONAL CHAMPIONSHIP
ENDURO, Meteor. 150 miles. 1124 Kaighn
Ave., Camden, N.J. 08103.

MX, Cal-Am. Cal-Am Rwy, exit off I-80 W.
of Sacramento at Harbor Blvd., N. to Hwy 16,
left 3 mi. to track. \$4 entry. 11 am. 1325
15th ST., Room B, Sacramento, CA 95814.
916/446-5059.

PNTA TRIALS, Pendleton, Ore. Box 131,
Weston, OR 97886.

MX, EBRA. Ensenada, B.C., Mexico. 11 am.
No card needed. Prac. Sat. \$3 mail. Box 731,
Ensenada, B.C. Mexico. Tele. i-32-37.

MX, Mt. St. Helens. Box 51, Castle Rock,
Wash. 98611.

CMC MX, Carlsbad (Ca.) Rwy. \$5 mail
(9/21), \$10 post. 10 am. Box 1402, Costa
Mesa, Ca. 92626.

ACA ROAD RACE, Carlsbad (Ca.) Rwy. \$8
mail, \$1 per extra bike (9/24), \$15 + \$2.50
gate post. 10:30 am. 106 N. Claudina Suite
312, Anaheim, CA 92805. 714/774-3222.

TUESDAY, SEPT. 28

MINIS, SCMB. Trojan Spdw, South Gate,
Ca. 6 pm. \$3 post, \$1 gate. 213/862-0229.

WEDNESDAY, SEPT. 29

SPEEDWAY, SRA. Kern Co. Frngds,
Bakersfield, Ca. 8:30 pm. 213/793-1558.

ACA TT/ST, El Toro (Ca.) Spdw, I-5 & El
Toro Rd. \$5 mail (9/27), \$10 post. 7:30 pm.
714/774-3222.

THURSDAY, SEPT. 30

CMC MX, Ascot Park, Gardena, Ca. \$5 post.
Night. 213/323-9710.

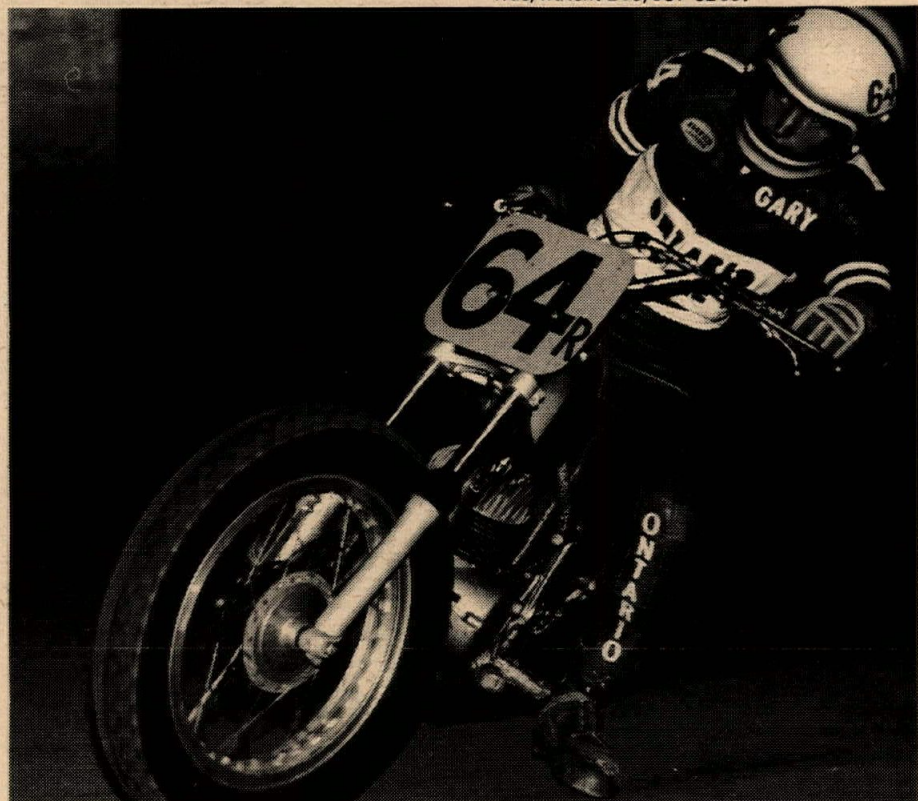
ST/TT SCRAMBLES, Arena Park Rwy,
Lubbock, Tex. 8 pm. Hi-Plains Racing Assn.,
5304 48th, Lubbock, Tex. 79404.

TT/FT, Trojan Spdw, South Gate, Ca. 7:15
pm. 213/862-0229.

FRIDAY, OCT. 1

1/2-MILE, Ascot Park, Gardena, Ca. Night.
213/323-9701.

AMATEUR ST, Westside Eagles. Stanislaus
Co. Frngds, Turlock, Ca. 8 pm. Silencers. \$2
ride/watch. 209/537-6209.



EL TORO, CAL., Aug. 28, 1971 — Gary Lee Scott; with a name like that you get a picture of
this young hot shoe sitting on a plantation veranda drinking Mint Juleps. This 19-year-old
phenomenon may not be from the South, but he cuts a swath through the flat track troops like
Grant took Richmond.

Gary rode his Ontario Cycle-sponsored Bultaco to pick up 100 piece os gold tonight at the
Mid-Summer Championships 30-lap Short Track Main Event.

Smooth and fast Morris Malone won the 30-lap TT in a manner that left no doubt in anyone's
mind that the 16-year-old from Laguna Hills, Calif. is a rising star. Photo and report by Buzz
Baty. Results on page 24.



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Motorcycle Races

Junior Dunes Day

By John Grout
VALENCIA, CAL., Aug. 22, 1971 — Three hundred and twenty-three motocross racers answered today's call to battle at Indian Dunes Park in Valencia, at one of those very successful Junior, Powder-Puff, and Oldtimer programs. If you judge any show by the amount of action which it produces and the amount of spectators which it brings out, this one had it all!

The day's big deal went to the grand-slam rider with the bold "BFD" number plate, Husky-mounted Dave Nichols. He won three straight motos, and, for his troubles, he was judged the weekly winner of the California full-coverage helmet — compliments of California Helmets in Van Nuys, Ca.

While putting together a sensational display of gigantic leaps and ragged-edge whips around the very fringes of the berms, Nichols was able to scare the pants off most everyone! Nichols has competed in only five previous motocross events, he's certainly been missing his calling!

Many of the back-chute jumps which Nichols got away with, were, by measured distance, longer than most of the Senior-ranked riders have been able to pull out of the sack. And that's a fact.

Another three moto winner was Oldtimer, Tom Hoyle, who, like Jack "The Giant Killer," was responsible for raising hob with the big stuff. While astride his small, 100cc Hodaka, Hoyle bumped-off a field which was saturated with heavy-bore equipment, during three different heats!

Janice Kline, mounted on one of the small Steen's racers, powdered the Puffs by grabbing two seconds and a first place finish.

Indian Dunes Park will have two full days of motocross racing this Labor Day weekend, Sunday, the 5th, will be an all-Junior day; while Monday will afford an all-class program. And for those Juniors electing to race both days, there will be four-foot trophies for overall winners in each division.

(Results on page 24)

Smith Clicks at Trojan Way

By Art Loya
SOUTH GATE, CAL., Aug. 26, 1971 — It was neither a \$10,000 purse, or a championship showdown, but the Trojan Renegades Club of motorcycle riders competing tonight at Trojan Speedway in the TT and flat track bike program rode like it was both. Displaying a sizzling pace for the checkered flag in the 250 TT Main Event, was Chris Smith of Alta Loma who ended weeks of frustration due to mechanical problems, and at the same time made his new sponsor, Kagay Cycles, a happy winner.

Smith, riding his Montesa, earlier par-layed a win in his heat event, followed by wins in both the 250 TT and F.T. Trophy Dashes, and then capped it off with a team victory with Jimmy Raymond in defeating Dean Meyers and Jerry Mulkey in the Buddy Race.

The 250 F.T. Main was described by fans as one of the best seen on any oval as Dan Corbett (Bul), Jim Barnes (Yam), and Smith turned it into a three-way battle for the lead, and then were joined by Rodney Parsons (Bul), Nick Voge (Bul), and Roy Addington (Mon) to make it a real scramble in the final two laps for the checkered. All riders finished in this respective order.

Two riders, Roy Widener (Kaw), and John Heemsbergen (Kaw), turned in what could be described as outstanding performances in any language. No...they were not winners, but they certainly earned the attention of one of the finest crowds of the season as they duelled with the likes of Bob Sanders (Kaw), and Corbett (Hon). Heemsbergen easily gave 100 TT Main Event winner, Sanders, the competition he has been looking for, and then did likewise to push Corbett all the way in the 125 TT Main.

Widener, who appears to be getting better with each race, turned to every trick in the books to hold off the challenges of Steve Hein (Kaw) and Heemsbergen, while holding on to a second place finish behind winner Sanders in the 100 F.T. Main. 250 TT heat wins went to Rick Goade (Bul), Smith, and Corbett.

(Results on page 24)

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100 JR.

1st — Bill Cordle — PENTON

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Apple Valley, Calif.
Aug. 15, 1971
POWDER PUFF

1st — T. Hogue — PENTON

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Widener Displays Better Performances

By Art Loya

SOUTH GATE, CAL., Aug. 19, 1971 — Thursday night's TT and flat track motorcycle racing program at Trojan Speedway had a little bit of everything. It had Roy Widener enjoying one of his better performances by defeating Bob Sanders during the heat race, an accomplishment for any rider.

It had Rick Goade losing the 250 F.T. trophy dash in the final fifty feet after his engine quit as he headed for the checkered flag.

It had a spine-tingling crash involving four riders on the first lap of the 250 TT Main Event, but fortunately no rider was seriously injured.

But more significantly, it had Jimmy Raymond who just a little over a year ago, was the winningest rider at Trojan, making his return after a year's absence while recovering from a broken right leg as a result from a riding accident in Bakersfield last year.

And it had Dale Hopkins and Dan Corbett, sharing the winner's circle after their respective sensational victories in the 250 TT and F.T. Main Events.

In defeating a 12-rider field, Hopkins aboard his Steve's Bultaco, came from behind to take the lead on the second lap, and then had to hold off a strong challenge from Paul Coberly (Bul) and Cary Tanner (Mai) to notch his ninth Main Event win of the season and increase his points towards the season's championship. Fourth was Mike Clarke (Bul) followed by Goade.

The 250 F.T. Main had Corbett, and Lakewood's Jim Barnes (Yam) go at it hot-and-heavy with Goade, Clarke, Tanner, and Craig Steigler in hot pursuit while they resembled a field of Class A speedway riders in their mad scramble for the checkered. All riders finished in this same order.

Last week's winner of five Main Events, Sanders, had a tough night after winning the 100 TT Main, 100 and 125 F.T. Mains. He lost the lead and was forced to pit in the 125 TT Main with a broken clutch lever as a result of a tangle with eventual winner, Corbett. Then, he was sidelined from further action in the 250 TT Main after surviving a four-rider pile-up in the first corner.

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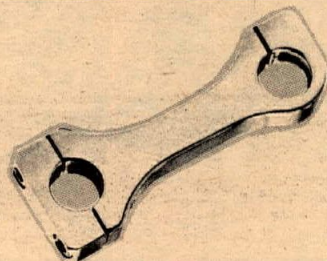
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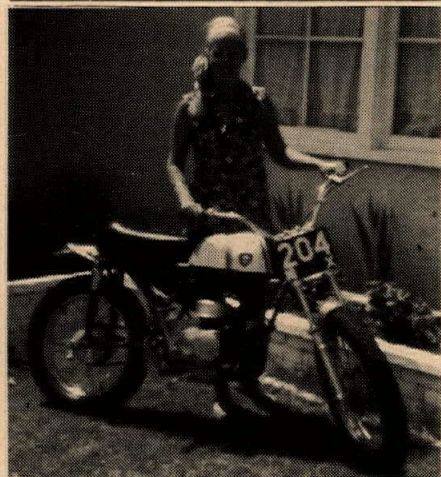
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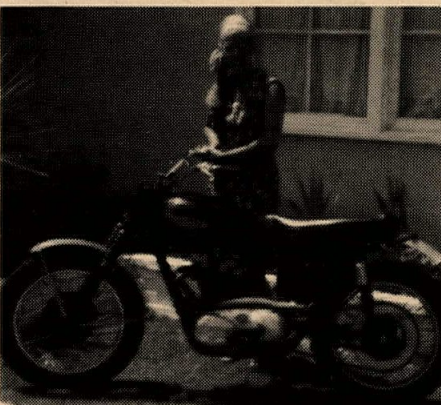
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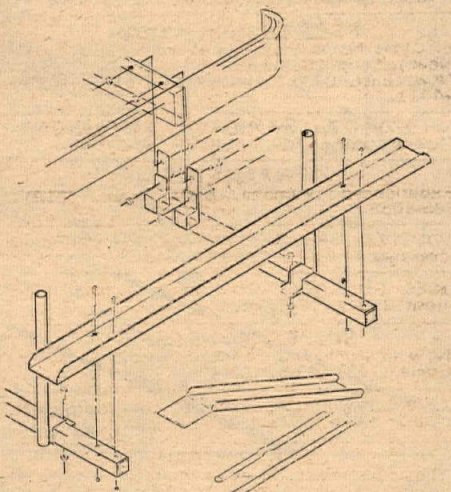
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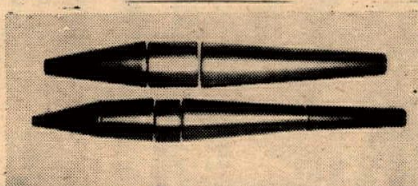
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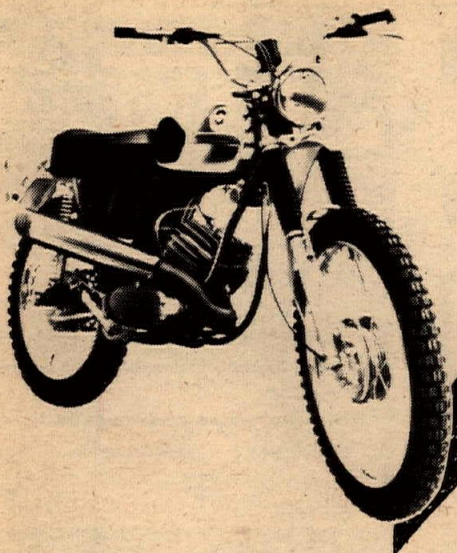
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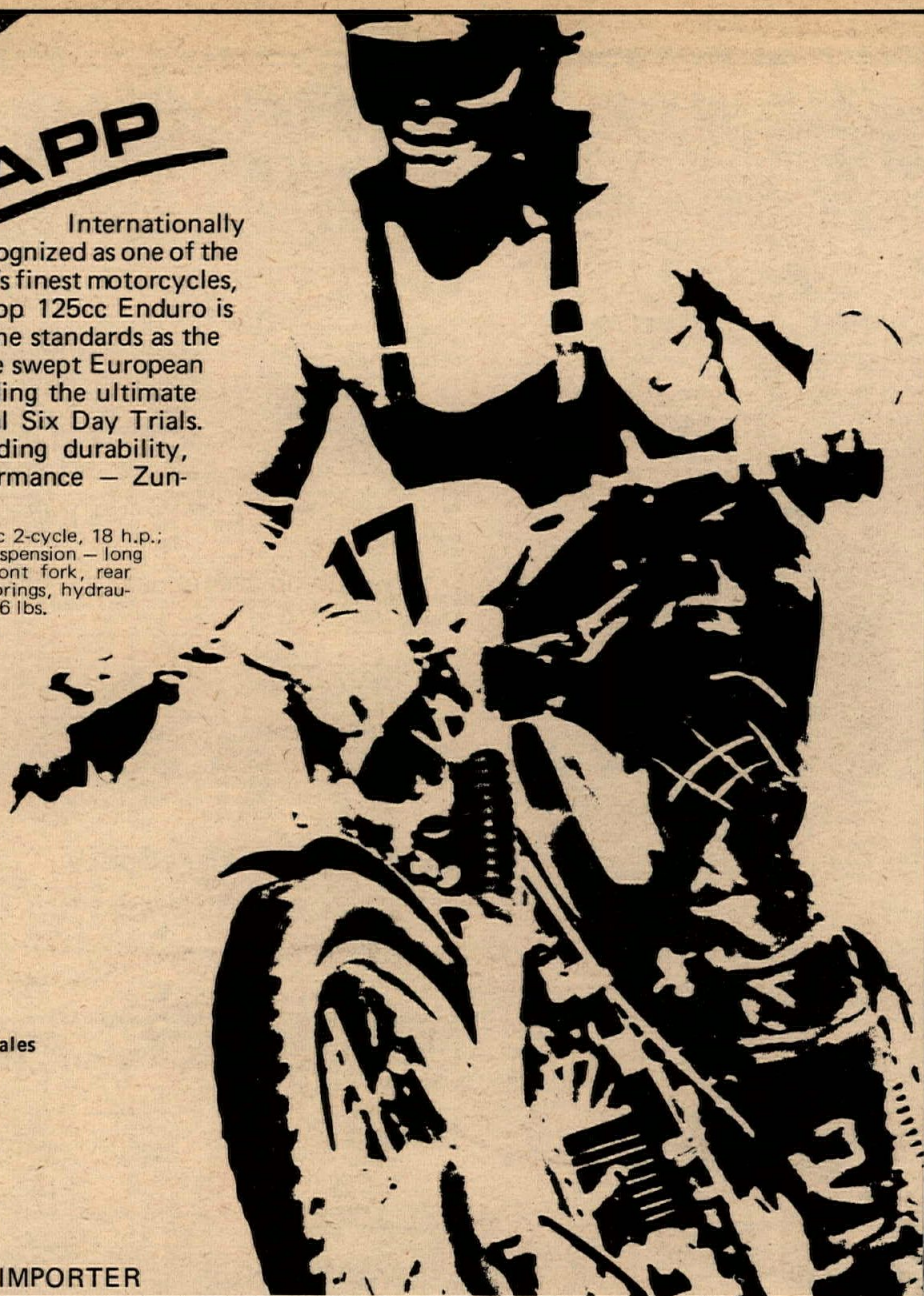
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